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Sixth Edition

BRITISH LOCOMOTIVE TYPES

This new edition has been completely revised and contains many additional plates. There are in all 140 outline diagrams, compiled from official drawings, giving main dimensions of all the standard and other principal classes of locomotives in use on the four main-line railways.

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THE RAILWAY GAZETTE
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Railway Stock Conversion Terms

ON the morning of January 2 the terms under which the Treasury effected the exchange of home railway stocks for the new British Transport stock became known. The rate of interest which the Transport stock will bear is 3 per cent., which is rather better than the 2½ per cent. which had been expected when the original basis of compensation was made known. That improvement was not due to beneficence on the part of the Treasury, but arose because of the increase in the yield which has occurred since that time in similar Government securities. The new stock is redeemable at any time between 1978 and 1988 at the option of the Government and is exchanged for the appropriate amounts of home railway securities at par. On another page we give the schedule under which the exchange takes place. The new stock was immediately quoted at a discount on heavy selling, and it finished the first day's dealings at 97½. After the first day the selling of the stock eased off and it settled down at that figure. London Transport 3 per cent. guaranteed stock is exchanged into British Transport 3 per cent., 1967-72, on the basis of £1 nominal of new stock for each £1 nominal of the old. The price of this stock is 97½. Lee Conservancy Board 3½ per cent. mortgage loan becomes British Transport 3½ per cent. guaranteed stock, 1952, on a similar basis. For both these stocks special terms were agreed during the passage of the Transport Act through Parliament.

* * * *

R.C.H. Goods Managers' Conference

For a hundred years the Railway Clearing House Goods Managers' Conference has played an important part in deciding the economics and conditions relating to the carriage of merchandise by rail, and whatever changes may be made under the State control, organisation, and management of transport, there can be no doubt that the need will remain for the exercise of the functions and the skill which has been developed by that Conference. The minutes of the Conference have been to a great extent the deciding factor in the policy adopted by the railway companies in fixing their charges, and thus they had a direct bearing on the financial results of the operation of the lines. In the future, different considerations may be superimposed on the Goods Managers, but in some form or other there will be a need for the wide experience of the intricacy of goods working and charging which has been developed during the past century. Elsewhere in this issue are reproduced the first minutes of the Railway Clearing House Goods Managers' Conference. They are an example, not uncommon in the railway industry, of a small beginning which developed until its influence was felt throughout the trade and industry of the country.

* * * *

Institute of Transport: Council's Annual Report

In the course of the report of the Council of the Institute of Transport on the work of the Institute for the year ended September 30, 1947, reference is made to the new premises at 80, Portland Place, W.1, and the Council expresses its confidence that they will prove a worthy home for the Institute. It is recalled that, in announcing the acquisition of the new headquarters, the President appealed for further efforts to complete the fund launched by Sir Frederick Handley Page to acquire, adapt, and maintain it; there has been a steady flow of contributions during the year, and the Council appeals to all members to maintain that active help. Eight standing committees of the Council continued to be responsible for the detailed administration of affairs, and the Council records its appreciation of the work of the committees and their chairmen. As an additional standing committee, a Proceedings Committee has been set up. The volume of work, particularly arising from increased membership applications and inquiries and examination entries, continued to increase. The Council offers its warm thanks to the transport Press for the help received from it during the year; officers and members of the Council again had the opportunity of meeting the editors or representatives of some twenty of the leading publications directly interested in transport and of exchanging views and ideas with them.

New Third Class Sleeping Cars

The first of six new third class sleeping cars of a novel design was completed by the L.N.E.R. just before nationalisation. These cars, the building of which was announced in our July 11, 1947, issue, are in fact an intermediate type between existing first and third class cars, and they have both single and double berth compartments equipped with full bedding and individual washbasins. In the layout of the new vehicles an interesting interlocking principle has been used, and provides sleeping accommodation for 16 passengers in eight single and four double berths. The vehicles are experimental, and will supplement, but not at this stage displace, existing third class sleeping cars. Although charges per berth have still to be fixed, it is probable that they will be about three-quarters of the present first class fee in the case of a single berth, and half the present first class fee in the case of a berth in a double compartment.

* * * *

Overseas Railway Traffics

All the principal Argentine railways closed 1947 with satisfactory traffics, receipts for the fortnight ended December 27 showing gains of ps. 1,477,000 on the Buenos Ayres & Pacific, ps. 640,000 on the Buenos Ayres Great Southern, ps. 493,000 on the Buenos Ayres Western, and ps. 617,000 on the Central Argentine. Aggregate increases for the six months are higher except on the Buenos Ayres Great Southern, where the present figure of ps. 2,653,000 compares with ps. 3,617,000 at the end of 1946. On the Buenos Ayres Western the aggregate gain is ps. 4,562,000, against ps. 1,730,000; the Buenos Ayres & Pacific records ps. 7,807,000, as compared with ps. 3,051,000; and the Central Argentine has improved its aggregate increase of ps. 2,709,447 for the last six months of 1946 to ps. 5,549,474 in 1947. There is a similar improvement in the Entre Rios result, the current year showing an aggregate gain of ps. 605,100 for the six months, compared with ps. 170,000; and the Argentine North Eastern has advanced its increase from ps. 367,500 to ps. 605,100. Some results are compared in the following table:—

	No. of week	Weekly traffic	Inc. or dec.	Aggregate traffics	Inc. or dec.
Buenos Ayres & Pacific*	26	3,000	+1,071	66,001	+7,807
Buenos Ayres Great Southern*	26	4,121	+194	89,663	+2,653
Buenos Ayres Western*	26	1,638	+75	36,833	+4,562
Central Argentine* ...	26	3,545	+294	87,390	+5,549
Canadian Pacific ...	48	6,808,750	+242,750	72,495,250	+5,608,250

* Traffic returns in thousands of pesos

C.P.R. working expenses rose by £390,500 in November, so that net receipts for the month showed a decrease of £147,750. Aggregate net earnings for 11 months, however, continued to show an improvement, and were £311,500 above the preceding year.

* * * *

Railway Unification in East Africa

A scheme for unifying the administration of certain services in Kenya, Tanganyika, and Uganda came into effect on January 1, bringing nearer the centralised operation of railways in those territories to the possibilities of which we alluded in our July 6 and December 21, 1945, issues. Legislative power on the operation of common services will be exercised by an East Africa Central Assembly, to which it is hoped to complete elections and appointments in time for a first session to be held towards the end of March. Certain appointments have been made already to an executive organisation, among them being that of Sir Reginald Robins, General Manager, Kenya & Uganda Railways & Harbours, as Member for Transport. Other appointments made so far are an Economic Secretary, a Member for Finance, and an Administrator to the new East Africa High Commission, which will consist of the officers administering the Governments of Kenya, Tanganyika, and Uganda. It is emphasised that these measures do not involve either political union or the fusion of the existing individual Governments. They are to operate in the first instance for a trial period of four years. It is a welcome change at the present time to learn of political changes that are likely to facilitate railway working, after the complications that have arisen from the partition of India, the uncertainty of outlook in a divided

Palestine, and the problems now facing Burma, which attained independence on January 4.

* * * *

Rapid Wartime Construction in Africa

During the recent war a 45-mile length of 3-ft. 6-in. gauge railway had to be built in the Gold Coast hinterland to meet the urgent needs of the Ministry of Aircraft Production for additional bauxite. This line is of a permanent standard, with steel and concrete bridges capable of carrying 16-ton axle-loads. Its construction, described elsewhere in this issue, was completed within six months of the finish of the survey work, despite labour and other difficulties. Untried native labour under local African sub-contractors had to be employed, instead of the usual Italian sub-contractors, all of whom were then interned. Special precautions against fevers and epidemics were taken, including the avoidance of stagnant water by digging borrow-pits only where these could be drained, and the provision of both European and native hospitals, dispensaries every eight miles along the line, and adequate staff quarters. The bridges and culverts were all substantially built, and for the 60-ft. and 120-ft. spans, Callender-Hamilton through truss girders of unit construction were used to expedite erection. The survey proved to be abnormally difficult owing to the density of the bush, through which the survey coolies had literally to tunnel. Great credit is due to the engineers and the contractor and their staff for the speed and general success of this urgent undertaking.

* * * *

Careless Driving at a Level Crossing

Lt.-Colonel Woodhouse's report on the serious accident at the Burton Agnes level crossing, L.N.E.R., on September 17, 1947, a summary of which we publish in this issue, shows it to have been due entirely to the careless driving of a lorry by a member of the British Forces who had no authority to drive it at all. The result was that he, another soldier, and 7 German prisoners were killed, and 3 more prisoners fatally injured, when the lorry, which was driven through the gates, was wrecked completely by a train approaching at speed. There was no reason to believe that there was any defect in the equipment of the vehicle, and no criticism could be levelled at the railway arrangements at the crossing. The regular driver allocated to the lorry was a prisoner, but gave place to a British staff sergeant on the journey in question. There was a possibility of an inexperienced driver allowing his foot to slip from the brake to the accelerator pedal, or to depress both pedals together, and there seemed little doubt that something like this actually occurred. It was fortunate that damage to the train was so slight.

* * * *

Commutator Maintenance on Swiss Locomotives

The Swiss Federal Railways, for many years, have used special devices for facilitating certain maintenance work on their electric locomotives so as to avoid the necessity of sending them to the principal works for attention. In particular, the maintenance of a satisfactory polished surface on the commutators has given rise to the development of useful workshop methods to enable the work to be carried out without having to remove the roof and lift out the individual motors. As it is sometimes necessary to take a light cut across the commutator surfaces, before the subsequent grinding and polishing, a very wide range of speed is necessary for the apparatus to perform this work. The Swiss railway authorities have produced a very useful mechanism suitable for all modern locomotives with individual axle drive. Rotation of the driving wheels is used to operate the cutting or polishing gear. It comprises a large friction wheel, sunk in a pit so that the uppermost part of its rim makes contact with the outside portion of the tread of the locomotive driving wheel concerned. An ingenious driving mechanism coupled to the friction wheel is caused to rotate either by a 24-h.p. single-phase motor or by a 1·2-h.p. three-phase motor, each with its own reduction gear, operating through a flexible coupling and enabling a wide speed range to be realised. The apparatus has been in use at the Basle, Olten, Zürich, Berne, and Lausanne depots, and a new installation has just been completed at Lucerne.

Timetable Revision

IN the final paragraph of the editorial article entitled "British Railways are now Functioning" in last week's issue, we briefly referred to the subject of timetable revision and instanced what the Great Western Railway accomplished in 1924. Had conditions been different after the end of the war in 1945, we had hoped that, instead of a gradual restoration of main-line and local train services to the 1939 standard, advantage might have been taken of the opportunity for an entire revision by the main-line companies of their passenger and freight train services in order to get the best possible user of locomotives and rolling stock. The same shortages of material and staff which prevented the railway companies from revising their services still confront the Railway Executive, but it has a freer hand and greater scope for long-term planning by its functional officers than had the main-line railway companies.

To carry out a really thorough re-casting of the passenger and freight services would be an immense job involving all the functional officers and many of their staff. It would probably take at least two-and-a-half years before the revision could be worked out, agreed, and put into operation. It would be of great advantage in budgeting for future locomotive and rolling stock requirements.

With few exceptions the working timetables have been gradually built up since the lines were first opened. As the traffic grew, new train services were added wherever a "path" could be found, and the locomotive and rolling stock departments had to supply the necessary locomotives and rolling stock. We think that there is scope for far more intensive planning of the services in relation to the user of engines, coaching stock, and guards, and it should be carried out in one place. In some cases the planning of the engines for a particular stretch of line is carried out at a different place from the planning of the guards or coaching stock. Thus the plan is not co-ordinated and a minor alteration to a service which would save engines, coaches, or enginemen's and guard's time is not effected.

The British Transport Commission, having acquired the railways at a knock-out price and delegated their operation to the Railway Executive, must, as a business proposition, desire to turn over its capital locked up in locomotives and rolling stock as often as possible. To effect this the passenger train services must be so timed as to get the best possible user of rolling stock, having regard to trains being run at times reasonably convenient to the travelling public. If half an hour earlier start from London and half an hour later start of a train from a provincial city meant that the same set of coaches could be used for both trains, the change would be justified, notwithstanding complaints that might arise because of the altered timings. With main-line locomotives costing at least £10,000 and coaches £4,000 a main-line engine and a 10-coach train has a capital value of £50,000.

Increased wages and the 8-hour day have of necessity caused great attention to be paid to the rostering of engine and train crews. When considering the 8-hour day in connection with the work of a locomotive, it is essential that the maximum amount of the 8 hours should be used for earning money. Locomotive design now includes forced-feed lubrication to cylinders and axleboxes, grease lubrication to brake gear and parts with small movement. Modern tenders have their axleboxes so designed that daily or even weekly oiling is not required. Yet the agreement for preparation of engines for the road has not been amended since 1919. Moreover, with the modern design of rocking grates, hopper ashpans and self-cleaning smokeboxes, which fittings make the locomotive more available for traffic working and quicker disposal, the railway managements have not been getting a monetary saving from these improvements. The shortage in coal supplies and the increased cost, which is well over 100 per cent., calls for a maximum user of locomotives when once prepared and placed at the disposal of the operating department. It is difficult to obtain this without a re-scheduling; in other words, book the trains to engines and enginemen as far as possible.

The former Midland Railway was noted for the user it got out of its rolling stock on its London-Manchester and London-Yorkshire services, which were in effect block sets strengthened from time to time to meet seasonal fluctuations in traffic. The working timetables of the former Midland Railway are well

worthy of careful study even at the present time. Generally speaking, there were four principal services a day in each direction between London and provincial centres; the early morning (breakfast car), the noon (luncheon car), the afternoon 4 to 5 (tea and dining car), and late evening 5 to 6.30 (dining car) down, with a corresponding series of trains from provincial centres to London.

The sets that were used for the early morning and noon trains formed the afternoon and late evening trains respectively in the opposite directions. In some cases to ensure a quick turn-round, carriage cleaners met the train at the passenger terminal and sets were cleaned and watered for the return journey without being taken to the carriage sidings.

It would probably be found, as was the case with the G.W.R. passenger timetable revision of 1924, that on a wholesale timetable re-casting it would be a simple matter to institute standardised departure times. There is, of course, no particular economy to be effected by their adoption, but they would be a public convenience. Better time keeping would result from a full and carefully planned re-scheduling. As regards freight traffic, re-scheduling may mean that certain marshalling yards constructed when the twelve-hour day was in operation would have to be discarded for new marshalling yards in other locations to fit in the jig-saw of re-scheduling.

Should it be decided to undertake a comprehensive timetable revision, we do not think the functional officers will view with much favour any extension of high-speed luxury trains due to detrimental effect on running-line capacity. At any rate, if it is decided to have any between London and Scotland under the régime of British Railways, they could be confined to the most suitable route. Surely for efficient railway operation in a small and densely-populated country, the desideratum should be as little variation as possible in the speeds of all trains, whether passenger or freight. In future timetables we would like to find a reduction in the number of "through coaches." The hardship of a change is often exaggerated. Those who object can go by bus. With transport a State monopoly, the Transport Commission takes all in the end. Possibly it will be found that a more frequent service of 8- or 10-coach trains, all calling at certain principal stations with connecting trains therefrom for branch and subsidiary services, will provide the travelling public with a more comfortable and a better average service than was available pre-war.

The Future of Rail-Road Co-ordination

ELSEWHERE in this issue we publish an article from a correspondent which supplements the accounts we have given recently of zonal arrangements for collection and delivery of traffic, introduced by the Great Western and other railways. Our contributor has been closely concerned with the working of railhead depots and the cartage of goods, both in London and in the provinces. His experience leads him to advocate the extension of "railheads," along with zonal collection and delivery, even if that involves the disuse of branch lines: he also favours the system of direct transfer of goods between railway wagon and road vehicle, without passing them over a warehouse bench. He is far from being satisfied with the progress already made in these directions. He explains what he regards as weaknesses in the existing schemes and says how he would proceed to remedy the defects.

The final aim of all such plans is to speed up the transit of merchandise, and the article assumes that the nationalisation of railways and of long-distance road haulage will simplify the problem of rail and road co-ordination. Before we venture an opinion on that subject, we should like to see the Commission's proposals for delegating responsibility to the Railway and Road Transport Executives and for ensuring their co-operation in joint operation by rail and road. We do not see much prospect of fast freight services being introduced on a large scale at an early date, if our contributor means by that term express goods trains, which could be advertised as virtually guaranteeing delivery by particular times. At least one company took that step in the case of a limited number of freight trains before the war, but the practice is not likely to be resumed until rolling stock and permanent way have been restored to their pre-war state. In existing circumstances re-

habilitation will be a task extending over some years, but there is no reason why the possibilities of revised methods of working should not be explored forthwith.

* * * *

"Time Table for Victory"

MR. EVAN JOHN is known as the author of two novels and of several other books dealing with political and war subjects. He was commissioned by the British Railways to write a popular account of their working during the six years war of 1939-45 and his story has been published in an attractive volume of some 260 pages, entitled "Time Table for Victory,"*. The text is relieved by more than 50 excellent illustrations, and knotty points are made clear by the free use of sketch-maps and diagrams. We doubt, however, whether the book will appeal to "the man in the street," to whom the author says it is addressed. Perhaps too much space is occupied in an attempt to write down to the level of intelligence credited to that mythical character. In our opinion the people who will value the book are the "railwayacs," described by *The Economist* of December 27 as "a peculiarly British species" lamenting the replacement of the independent companies by the monotony of "British Railways."

In gathering his material Mr. Evan John laboured under the disadvantage of coming late into the field after each of the main-line railways had employed a distinguished literateur to describe the impact of hostilities on its own system. Mr. John had to cover well-trodden ground in handling topics like the blackout, the blizzards of the war winters, and the "miracle of deliverance" from Dunkirk. Crisply as he writes, he cannot add much that is new to oft-told tales. We wonder whether three chapters were needed at this time of day to deal with air warfare. The story of bomb damage is somewhat stale, even when introduced by artfully chosen quotations from Shakespeare, such as "Some airy devil hovers in the sky and pours down mischief."

A similar comment may be made on the chapters concerning the counter-attack by our air forces on Continental transport facilities, and the wartime products of railway workshops. In contrast, the record of the parts played by the railways and ports of Scotland and Northern Ireland will be fresh to many readers. The complications of "Operation Overlord," leading up to the 1944 invasion of Normandy, are brought out vividly, and we like the lively paragraphs about our American allies, though some of the statements about their methods of railroading are too sweeping. For example, it is not the case that "the average American freight train contains fewer wagons than its British counterpart." In 1938 the American train consisted of 47 wagons; our figure was 34. During the war the American train grew to 53 wagons; the average size of our train did not rise above 35 wagons.

In other passages we have noticed inaccuracies which are not mere slips, like the placing of Challock signal box five miles west of Stranraer, instead of east. We are told that the railways own "some 95 miles of dockside quay" and that "the L.M.S. is the largest wharf-owner in Britain." Actually the 95 miles cover all railway-owned quays at docks, harbours and wharves. The L.M.S.R. owned only 18 per cent. of the total and earned little net revenue from its waterside property. Traffic flowed to "the Atlantic and the world" through the larger ports owned by the other companies, and not through L.M.S. "lesser harbours." That is why the Southern Railway, owning no more than 10 per cent. of the quays, earned over a third of the total net dock receipts.

Again, we read that "Edgehill yard, opened in 1881, was in some sense a primitive, a first essay in the large-scale application of gravity." When the old North Eastern Railway opened Tyne Dock in 1859, it moved the loaded wagons to the shipping berths by gravity, and then ran the empty wagons by the same power to the "go-away sidings." For many years Tyne Dock shipped more coal on that system than any other dock in the world. Shunting by gravity was in force at Shildon, near Darlington, quite as early, and the mineral yard there was extended in 1869. About 2,000 wagons for 200 different destinations passed through its ten miles of sidings every 24 hr., and were marshalled into train order quickly and

cheaply. The Edgehill "gridiron" came too late to be claimed as the pioneer in turning natural gradients to the best advantage for railway purposes.

It seems a shame that Mr. Evan John is always in danger when he indulges in a literary flourish. One would like to believe that the L.M.S.R. shifted "4,500 men and women from the London office to a country house that had housed the great Chancellor and historian, Lord Clarendon," but the facts are otherwise. The Grove, Watford, was the country seat of the Earls of Clarendon of the second creation towards the end of the eighteenth century. Sir Walter Scott, who rambled round Hertfordshire in 1828, thought the house small and of little consequence, though the park had fine trees and magnificent views. In 1939 the L.M.S.R. Engineer made an appreciable change in the scenery!

These comments are not made in a hypercritical mood. Mr. Evan John says in his preface that he "began on his task hardly knowing one end of an engine from the other." If he does not attain throughout his pages the high standard of accuracy which we associate with publications sponsored by the British Railways, he tells a great story so well on the whole that his book deserves to have a wide circulation.

* * * *

Winter Transport Executive Committee

IN our December 12 issue we gave details relating to the constitution and work of the Winter Transport Executive Committee. This Committee has been meeting regularly since its appointment during November under the Chairmanship of Mr. L. J. Callaghan, Parliamentary Secretary to the Minister of Transport. In the earlier stages, in view of the urgency of the task with which it was confronted—the maximum movement of freight traffic with the depleted supply of wagons at the disposal of the railways—weekly meetings were necessary, but it is hoped that in future it may be possible to hold them at rather less frequent intervals.

The basis of the Committee's function is the formation of policy in establishing the priorities in which traffic is moved. It has been found that with the many claims for speedy movement which are in being, all of them based on necessity, the most practical way of ensuring maximum movement to the greatest common advantage is by conference among the representatives of the greatest users of essential traffic. The practice has been for representatives of the Federation of British Industries, the T.U.C. (represented by Mr. J. B. Figgins, of the N.U.R.), the National Coal Board, the Central Planning Office, the Ministries of Food, Fuel & Power, Supply, and the Board of Trade, to meet with Lt.-General Sir Wilfrid Lindsell, the Chief Executive Officer, and Sir Cyril Hurcomb, Chairman of the British Transport Commission, under the Chairmanship of Mr. Callaghan, to evolve policy. Representatives from departments and institutions are those primarily preoccupied with transport on behalf of their organisations.

Sir Cyril Hurcomb's attendance is on behalf of organised transport generally, and the view has been taken that because the matters involved are of policy at a high level, greater effect could be obtained by securing his acquiescence in proposed movements and leaving him to transmit requirements through the established organisation of the railways, and other forms of transport, than by securing the attendance at a meeting of a technical railway officer. If the latter course were adopted, it is argued, it would be reasonable also to have present at the meetings a coast-wise shipping man, a road transport operator, and, perhaps, representatives of the canals. Moreover, it is felt that a departmental officer would tend to deal with the subject from a narrower viewpoint.

The objective pursued by the Committee is to avoid interference with the present transport organisation and to leave them as much freedom as possible to carry out the policy decided on. The difficulties of the railways, in particular in coping with a level of freight traffic considerably greater than pre-war with a diminishing stock of wagons, and with all the disabilities inseparable from heavy arrears of maintenance and re-equipment, and, not least, of manpower shortages, are fully appreciated. Nevertheless, it is believed that the splendid spirit of the railwaymen which was so amply demonstrated during the war in dealing with essential traffic under the most arduous and difficult conditions, will serve once more to

* "Time Table for Victory." By Evan John. Published by the British Railways, London. Price 10s. 6d.

cope with the present transport emergency. The recent success which has attended the speedier clearance of wagons is an encouraging sign. The testing time will come during the next three months, but Lt-General Sir Wilfrid Lindsell, who has visited a number of centres in the country, and is in constant touch with the progress that is being made, is confident of the outcome of the efforts which are now being made.

* * * *

First Railway Budget of Indian Dominion

THE outstanding feature of the first railway budget of the Dominion of India, which was presented by Dr. John Matthai, Minister for Transport, in the Dominion Legislature on November 20, is an addition of Rs. 22½ crores in the wages bill for the remaining 7½ months of the financial year (August 15, 1947, to March 31, 1948). This is to be met partly by a substantial increase in rates and fares, which came into force from January 1, 1948 (see our December 12 issue). This increase will reduce the gap between expenditure and receipts from Rs. 12·38 crores to about 3 crores. Dr. Matthai's estimate of the gross receipts at the existing level of rates and fares is Rs. 107 crores, while ordinary working expenses, including appropriation to the depreciation fund and payment to worked lines of their share in net earnings, are computed at Rs. 107·18 crores; and interest charges at Rs. 13·44 crores. Though the figures for the previous year do not afford a ready comparison, as they relate to the undivided Indian railways, and cover a period of 12 months instead of 7½ months, yet it is interesting to recall that there was a surplus of nearly Rs. 50 crores in 1944-45, and nearly Rs. 40 crores in 1945-46.

The reason for the loss of earnings of the Indian Dominion railways as revealed by the budget figures, and an almost certain loss, of which increasing evidence has been coming through of late, on the working of the Pakistan Railways, is not partition of the country. The main factor is the increased cost of labour as a result of implementing the Pay Commission's recommendations, and larger losses on grain shop concessions due to a rise in commodity prices. The cost of staff on Indian railways is already high, for of the total of Rs. 135½ crores, which was Dr. John Matthai's estimate in February last for ordinary working expenses of the undivided Indian Railways, Rs. 85½ crores was to be spent on staff, including pay, allowances and grain shop concessions. A secondary factor responsible for the increase in the working expenses of the Indian Dominion railways is the higher price paid for coal.

While no agreement has been reached with the Pakistan Dominion as regards the valuation of the assets to be allocated to Pakistan, the Government of India's estimate of the figures of capital at charge of Indian railways on August 15, 1947, is Rs. 659 crores. On this basis the Minister of Transport has worked out the balances in the depreciation fund, the betterment fund, and the railway reserve fund at Rs. 93·22, Rs. 11·71, and Rs. 7·98 crores respectively. It will be recalled that the betterment fund was started in 1945-46 to meet expenditure on amenities to passengers and staff welfare schemes. None of these funds will receive any contribution during the current year, but expenditure of Rs. 3·8 crores is expected to be met from the betterment fund, Rs. 3·29 crores from the reserve fund, and Rs. 2·94 crores from the depreciation fund. Similarly, the budgeted contribution of Rs. 7½ crores to the general revenues is not to be made.

In spite of its being a deficit budget, the immediate future of the Indian railways does not give any cause for concern. The reserve fund, which for several years before the second world war received no contribution at all, will have at the end of the budget year over Rs. 4½ crores, and the depreciation fund will stand at the comfortably high figure of Rs. 90 crores. The Indian railways are to spend during the budget period Rs. 14 crores on a new works programme which includes provision for the construction of three new lines, two in the coalfields area and a third in the north of Bengal to provide a direct link between the Assam Railway and the rest of the Indian system, between which the Eastern Bengal Railway of Pakistan at present intervenes. The railways are to go ahead with their programme of floating joint road-rail transport companies, on which a sum of Rs. 70 lakhs is to be spent during the budget period.

Railway Executive Appointments

ELSEWHERE in this issue we record the appointments of 28 officers to the Railway Executive, which have been made with the approval of the British Transport Commission. These officers fall broadly into the two groups of Chief Officer and Executive Officer, a distinction, we understand, without very much difference, but based largely on the relative position in the railway hierarchy which was enjoyed by the person concerned at the time of his selection for appointment. The reason for the two appointments designated as "acting" is that both docks and hotels are expected to be segregated from the Railway Executive's sphere and transferred to their respective Executives.

The purpose of the appointments is to relieve the individual members of the Railway Executive of some of the load which must arise because of the decision to accord each of the members direct functional responsibilities. The magnitude and complexity of the railway system of this country is such, that without some spreading of the burden, the individual members of the Executive would be overwhelmed; quite apart from having no opportunity to consider any matters either of policy or practice in their wider aspects, they would not be able to cope with the mass of detail requiring decision. This indeed was the basis of our comment when it was first announced that the members of the Railway Executive were to be functional officers. It is intended that by dividing the various sections into which the functional responsibilities of the member of the Railway Executive fall, the member himself will retain responsibility while delegating detail. We are assured that it is not the intention to multiply staff at the Railway Executive headquarters.

In general, the appointments which have been made would seem to be sound for the purpose in mind; on the other hand they do represent to some extent a denuding of the regions of considerable talent which it may not be altogether desirable to concentrate at headquarters. It may be found that, despite the avowed intentions of the Commission and Executive to avoid undue decentralisation, the tendency will be increasingly in that direction, more particularly perhaps because some of those now appointed to headquarters staff are outstanding in their particular spheres.

Nationalisation—Zonal C. & D. Adapted for Co-ordination

(From a Correspondent)

THE zonal collection and delivery arrangements now being introduced by the railways represent an important contribution to road-rail co-ordination, and as such must assume an important position in our transport system. Under nationalisation the significance of the scheme may well increase to an extent unlooked for in the original concept, which limited the objective to "the improvement of transit time of goods traffic passing in small consignments, by making concentration at selected points sufficiently large to justify more through wagon loading, thereby curtailing the number of intermediate transhipments."

In his recent address to the Hull Centre of the Institute of Transport, reported in *The Railway Gazette* of October 24, Mr. R. W. Sewill pointed the way when, after stressing the efficiency of the service given by express braked goods trains, he said that "a system of railhead deliveries which would greatly increase the speed of transport on the railways was the goal at which the Commission should aim."

Although the present zonal scheme may not have been outmoded by the march of events, it is clear that a change of direction is necessary. In a nationalised transport system the objective is radically changed, and whereas today reduced shunting, engine-mileage, and goods train-mileage emerge simply as by-products, these benefits should be regarded as the chief consideration, and plans directed towards the elimination of the maximum number of intermediate calls, coupled with the closure or partial closure of many branch lines, enabling fast freight services to be introduced as advocated by Mr. Ashton Davies in recent years. We should, in short, endeavour to build the kind of transport systems which would have emerged

if the steam locomotive and the road motor vehicle had been invented at the same time.

From a close examination of the existing zonal collection and delivery scheme certain inherent defects will be seen; namely, (i) a lack of boldness in operation, (ii) the benefits of transit acceleration are largely frittered away by deliveries made too late in the day to be of value, (iii) there is an as yet unsolved problem of marrying at sub-railheads the traffic received by trunk road motor from zone or railhead, with the traffic received direct in rail wagon.

If the best is to be derived from the zonal scheme, it is obvious that fundamental changes in the plan must be made. Areas should be enlarged; the principle of loading by rail direct to sub-railheads must be eliminated altogether, and, as an alternative to sub-railheads, there should be established cartage depots functioning as does the existing L.N.E.R. Lea Bridge depot. These cartage depots would usually, but not necessarily, be located at railway stations, and in the majority of cases could take the place of the present sub-railheads.

In the selection of concentration points it is imperative to get away from the idea that, because rail is there, rail must be used in all cases, and an enterprising outlook should be encouraged to ensure that delivery areas are not inadequate in size. The need for small and easily manœuvrable units for local distribution, and difficulties of "advance loading" make direct delivery from railheads to points over 25 miles an uneconomical proposition, but as between railhead and cartage depot the range of trunk motoring may be extended appreciably. The fear of unduly long mileage has been a continual deterrent, but once traffic is loaded to motor vehicle, the significance of a few additional miles in terms of extra journey time or cost is not great.

By the adoption of a carefully designed scheme based on a combination of trunk motoring and radial delivery, territories of really adequate size could be served with maximum efficiency, and rail concentration points reduced to the comparative few selected as main railheads. How this would affect main-line rail working is well illustrated by the London-Exeter line, on or near which there are now ten sub-railheads and five railheads. Wagons of "smalls" traffic are received at all these points at the present time, whereas, under the proposals now suggested, wagons would be made to the five railheads only, the sub-railheads becoming cartage depots fed by trunk road motor from the main railheads.

The elimination of rail served sub-depots obviously must result in an increasing flow of traffic through the railhead centres, where in many instances terminal facilities are already fully extended. Clearly, at such points it would be essential to extend the accommodation or revise the methods of working; the latter is the likeliest possibility since shed capacity is dependent mainly on speed of throughput, and only to a lesser extent on the size of the structure.

It avails little to accelerate transits if the advantages are to be dissipated by undue terminal delays, and it is most desirable, therefore, that the introduction of the zonal scheme should be accompanied by a new approach to the problem of goods shed working, with the twofold object of enabling an increased volume of traffic to be handled at the main centres, and improving on the admittedly tardy rate of handling.

The percentage of traffic left over for delivery subsequent to the day of receipt is now unduly high, and in addition many deliveries are being made at an hour so late in the day as to be of little value to the receiver. The root causes of the trouble are: (a) late arrivals of goods trains, (b) late placing and unloading of wagons in goods sheds, and (c) a reliance on a spreadover of work designed to keep unloading staff continually employed throughout the shift.

It is doubtful if any single method exists which is able to remedy the shed-working position as well as improve depot capacity, but a number of effective measures lie readily to hand. The chief of these is the application of modernised methods of goods handling, and the scientific use of the zonal scheme itself, when so devised as to facilitate speedier transits generally, and thus permit of earlier placing of wagons for discharging at destination points.

In considering the introduction of new methods of goods handling, it is well to avoid certain pitfalls, such as the temptation to create pools of traffic or reservoirs of work which,

although attractive *prima facie* as a means of achieving good "hours per ton" figures, are a most prolific source of terminal delays. The type of mechanisation which can operate efficiently and economically only on a basis of extended shifts with discharging of inwards wagons going on to a late hour and precluding the possibility of same-day delivery for a large portion of traffic, is also to be shunned.

From the experience of the past few years abundant evidence has been accumulated to show the surprising extent to which the handling of traffic can be speeded up by the introduction of a simple system of direct discharging of wagons, and the loading of traffic to delivery vehicles, by means of perambulation by internal movement vehicles. Many medium-size goods sheds could be readily adapted for this method of working by the simple expedient of removing the interior staging, comparatively little being required in respect of new materials. At other depots consideration should be given to the adoption of the barrowing-cum-capstan method, by which traffic is barrowed over a narrow bench (not more than 12 ft. wide and free from obstruction) direct to road vehicle from a central discharging point.

That so much effort has been put forward to accelerate transits for "smalls" traffic is greatly to the credit of the railway companies. There is, however, a sound case for applying rail-head principles to C. & D. traffic in full wagon loads as well as S. to S. traffic in certain cases. Such arrangements, already operating to advantage in a number of instances, could be readily developed under the unified control of the Transport Commission, and obviously would be greatly facilitated by a readjustment of the zonal scheme on the lines indicated. In a large number of cases better results could be secured in terms of tons carted per motor-vehicle day by the concentration of full-load traffic at stations which, although a few more miles distant from the delivery or picking-up points, are more suitably equipped in layout and general facilities. The combination of a railhead scheme on these lines with a sound plan for zonal collection and delivery would provide almost unlimited scope for the making of block loads and the improvement of train service schedules generally.

In the space available it is not practicable fully to develop each of the far-reaching proposals put forward, but doubtless sufficient has been said to indicate that although they are capable of individual application, it is in their combination in an over-all plan that the best results can be expected. Each phase, of course, has its own peculiar problem—heavy traffic, including coal on certain branch lines—current shortage of staff and materials, etc., but if approached on something akin to the "Mulberry" spirit, the plan can go forward and can succeed. For the sake of clarity it is briefly recapitulated:

1. Use the road arm boldly, bearing prominently in mind what might have been done had road transport arrived on the scene at the same time as the railways.
2. Plan railheads and cartage depots so that rail-served points are not too numerous.
3. Speed up discharging at depots to accelerate deliveries and get trunk motors away at an early hour.
4. Introduce a measure of railheading for full-load C. & D. and S. to S. traffic.
5. By consequential reduction of intermediate stops re-arrange train working to permit the introduction of new fast freight services.

WESTERN REGION PERMANENT WAY PROGRAMME FOR 1948.—The permanent way programme to be carried out on the Western Region of British Railways during 1948 has been drawn up to include part of the two years' arrears of maintenance which it is hoped to clear off, with current work, in the next five years. On the assumption that the materials, particularly steel and wood, will be available, 490 miles of track—mostly on the main line routes—will be relaid, re-railed, or re-sleepered. This work will involve the use of 33,000 tons of new rails, 750,000 sleepers, and 250,000 cu. yd. of ballast. If the supply of materials is insufficient, the arrears will be cut from the programme, and the mileage reduced to 370. The programme includes the re-painting of about 100 large and small stations throughout the system, as well as a number of railway bridges; the repair or renewal of 260 miles of fencing, and 1,000,000 sq. yd. of roadway. The cost of the full programme will be in the region of £3,000,000.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Wagon Turn-Round

80, Caversham Road,
Reading, December 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—Following the article, editorial note, and correspondence on wagon turn-round appearing in your issues of December 5, 12, and 19, it may be interesting to describe briefly some experience gained on one other overseas railway.

On the Palestine Railways in 1942 there was introduced the daily calculation of wagon turn-round by precisely the method Sir George Cuffe describes. Being a true measure of the average interval between successive loadings of a wagon, the figure was found a most accurate pointer to the efficiency with which the limited supply of wagons was being used.

It is believed that the figure as thus calculated will always give the average intervals between loadings regardless of whether wagon demand exceeds supply or vice versa. It was in fact found that when the total number of wagons on the system rose considerably (due to unduly large influxes from Egypt and/or later, from the Haifa-Beruit-Tripoli military railway) the turn-round always rose steeply, a sure indication that steps should be taken to reduce the wagon availability to a more normal level.

Yours faithfully,
F. B. ANSTEY

The Franco-Crosti Locomotive

4, Temple Fortune Court,
London, N.W.11. December 28, 1947

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—It was of great interest to see published in English in your issue of December 26, 1947, the details of the Franco-Crosti locomotives of the Italian State Railways.

I saw a good deal of these Franco-Crosti locomotives during 1946, in particular three 2-6-2s of the "s685" class which worked from Venice to Udine and Verona. These were very popular with the engine crews as free-steaming locomotives. Maximum speeds were low, in the order of 50 to 55 m.p.h., and the convolutions of the blast pipe appeared to have no detrimental effect beyond a decidedly soft exhaust. In any event, long valve travel and streamline steam passages have yet to appear in Italian practice, where, too, in many cases, a "razor" in the blastpipe is a normal fitting put on in the shops.

Footplate arrangements on the Franco-Crosti locomotives are similar to the unrebuilt locomotives of the same class. The valves determining whether the injectors deliver to the boiler or the pre-heating drums are situated alongside the boiler barrel, well away from the cab. Normally, the injectors deliver to the drums and the feed passes into the boiler automatically through check valves. Fuel-saving properties certainly were not in evidence during the immediate post-war period. On one footplate trip of 100 miles, burning so-called coal from South Africa, it was necessary to clean the fire thoroughly twice en route as well as at the end of the journey.

The popularity of the locomotives did not extend to the maintenance staff at the running sheds. Apparently the drums have not sufficient washout plugs and mudholes to ensure a good washout; and, further, 109 tubes, 1½ in. dia., are packed into the 2 ft. 9 in. barrel. Hence, tube trouble is frequent, especially as the drums receive the feedwater. Owing to the number of tubes it is not possible to find room for a much-needed plug on the tubeplate. Another complaint, which has been heard also in this country, is that streamlining leads to overheating of moving parts and general inaccessibility. The casing, however, does give to a potentially very ugly locomotive a reasonable appearance, and the spectacle of one of them plodding across the lush Venetian plains with twin plumes of steam issuing from the centre of the boiler is not unpleasing.

At the end of 1946 the original Franco locomotive, No. 672.001, was stored at Rimini locomotive works. She was found in the C. & W. workshops at Bologna after the capture of that city, and evidently had not been in service for some time. Of the five rebuilt 2-8-0s of the "740" class, two were in service from Venice Mestre shed, and one from Florence. The other two were badly shot up on the Brenner route during the war and await repair. Three of the "s685" class were in service from Venice Sea shed, and one was awaiting repair after war damage.

The whereabouts of the last one, No. s685.972, was not known, but in September, 1947, she was noted at Bologna working on the Rimini road. She had been provided with U.S.A. type apparatus for burning oil fuel, the first Italian

passenger engine to be so fitted. The streamlining had been modified, the skirting below footplate level and the "nose" in front of the smokebox door had been removed, and the top was sloped down from the dome to the top of the smokebox, making the lack of a chimney in the normal position even more obvious.

A further post-war Franco development has been the rebuilding of a steam heat van with this type of boiler.

Yours faithfully,
P. M. BISHOP

Private Ownership of Wagons

"Eynesbury," St. Neots, December 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—In his letter published in your issue of November 28, Mr. Duncan Bailey says that many people without real knowledge of the subject endeavour to make the public believe that the ownership of private wagons was not a good thing for the country. But Mr. Bailey (who, obviously, possesses no practical experience in operating the railways and their traffics) seems unconscious of the fact that his views are diametrically opposed to those of every responsible railway traffic officer, and to those of the rest of the staff as expressed through their three unions. Past general managers also have described them as the "bane" and the "curse" of the British railways. Therefore, we practical railwaymen cannot, surely, all be wrong, while Mr. Bailey alone is right?

Apparently, he has forgotten also that, in the 1920s, two Royal Commissions reported that over 80 per cent. of these wagons had already exceeded their universally recognised lifetime of 20 years (numbers of them are now said to be 40, 50, and even 60 years old!) and urged their replacement by 20-ton wagons—a recommendation the private owners ignored. But if the 600,000 wagons had been replaced by one-half the number of 20-tonners, all operating costs—shunting, train-mileage, weighing, tipping, labelling, number-taking, repairs, and so on—would automatically have been reduced by 50 per cent., and congestion and delays eliminated.

Some years before the war, the L.M.S.R. also built a number of 40-ton self-discharging wagons for carrying coal to their power station at Stonebridge Park, and elsewhere, when it was stated that the economy in time and labour over their old 10-ton and 12-ton wagons had been a revelation—480 tons of coal were unloaded from twelve of them in a few minutes, compared with the eight hours employed by 18 men to unload 48 10-ton trucks (by rotary tippler the rate is probably under 200 tons an hour).

The late Lord Stamp and the Chief Mineral Traffic Manager then urged their general building in order to cheapen rates on coal. Consequently, if the private owners had not again failed to comply with this recommendation, very heavy savings would have been made in transport and unloading costs to cheapen the price of coal (which Sir Stafford Cripps recently called for) consumed by iron and steel, gas and electricity works, and by thousands of other works, factories and coal merchants. All the present wagon troubles would have been avoided.

Yours faithfully,
E. R. B. ROBERTS

SOUTHERN RAILWAY LECTURE & DEBATING SOCIETY.—Members of the society in November last heard an excellent series of six short papers on "The Divisional Work of the Engineer's Department," given by Mr. C. W. King, New Works Engineer (lately London East Divisional Engineer), and by five members of the London East Divisional Engineer's staff, Messrs. C. George, T. H. Hobson, E. Johnson, S. Maltby and J. West. The chair was taken by Mr. A. Dean, Assistant Chief Civil Engineer. A few days later, by courtesy of the G.W.R. Lecture & Debating Society, a joint debate was held at Paddington, on the motion "that first class accommodation in trains be discontinued"; this was moved by Mr. J. R. Turk (S.R.), supported by Mr. N. R. F. Geiger (G.W.R.), and opposed by Mr. H. L. Wilkinson (G.W.R.), supported by Mr. J. R. Leighton-Bailey (S.R.). The motion was defeated by 59 to 29. The chair was taken by Mr. W. M. Codrington (Director, G.W.R.), who in his concluding remarks expressed his belief and confidence that the spirit of debate among railwaymen in general and the two societies in particular would continue to flourish undiminished in the new era ahead. Suitable reply was made by Mr. J. A. R. Turner, Chairman of the committee of the S.R. society. The next visit of the S.R. society will be on January 13 to the Waterloo Post Office Telephone Exchange; the next indoor meeting will be held on January 15 at the Chapter House, Southwark, when Mr. F. Gilbert will read a paper on "The Inland Transport Committee of the International Labour Organisation."

The Scrap Heap

PRIDE OF POSSESSION

Overheard at Balham Station on the morning of January 1, 1948, about 8.45.—

Guard to young porter who tries to kick a door shut as train leaves platform: "Don't kick our train!"

* * *

You will remember that Kipling wrote that "romance brought up the 9.15"—but before long nothing will bring up the 9.15—apart from a new locomotive.—*From a lecture by Mr. M. M. R. Bonavia.*

100 YEARS AGO

From THE RAILWAY TIMES, Jan. 8, 1848

RAILWAY TRAVELLING

To the Editor of the Railway Times

SIR.—Since the first publication of your journal I have observed that, though very favourable to the railway interests, you have not, on the other hand, been neglectful of the fair rights and expectations of the travelling public, as your remarks on the suppression of railway stations will testify. (See RAILWAY TIMES, Saturday, Dec. 4, 1847, p. 1474.) During the summer, much greater accommodation is afforded by these Companies to the poorest class of travellers—the 3rd and Parliamentary trains are at this season so circumscribed, that such travellers are frequently compelled to remain many hours in the day or night before they can avail themselves of these trains, which their slender means oblige them to use: this large class of travellers is consequently put to much distress and inconvenience for no other apparent purpose than to increase the profits of the Company, who thus restrict the accommodations of the greater portion of passengers.

I further, Sir, take leave to state, that the day has gone by for the railway interests to refer to the former modes of travelling of the poorer class of the community—by waggon, dray, or dog-cart—as a justification of the present rate of Parliamentary railway speed, 12 miles continuously per hour. Sooner or later (it is a mere question of time) all classes of locomotive passengers will be fully entitled to travel at equal rates of speed, for the poor man's business may be as urgent as the peer's, and Railway Companies are but public carriers, running for certain considerations and implied obligations, great powers and privileges given them for the public benefit as much as their profit; and the day will surely come when Parliament, in spite of the great array therein of Railway Directors, will see that the needy circumstances of this class of travellers are no more to be unduly and arbitrarily taken advantage of than those of the other higher classes of passengers per railway.

Trusting that you will, Sir, with your usual impartiality, find a corner for this communication, I beg to subscribe myself,—Yours, &c.

A THIRD-CLASS, OR PARLIAMENTARY
RAILWAY TRAVELLER.
London, December 31, 1847.



"Now, how about you and me lighting a little tiny fire in OUR waiting room?"

[From the "Sunday Express"]

[From the "Daily Mail" of June 27, 1924]

"CANTING HUMBUG"

After a century of agitation the railways have become nationalised. The fact is accomplished and will be accepted.

In return the public ask one favour. It is to be spared the canting humbug which announces to the harassed traveller: "They are your railways now."

That is claptrap. The railways no more belonged to him on January 1, 1948, than they did on December 31, 1947. If anything, the humble citizen will be of even less account than he used to be.

The railways have merely been transferred from private capitalism to State capitalism. The traveller will be lucky if he does not have to pay more to use his "property," either in higher fares or higher taxes.—*From "The Daily Mail."*

RAILWAY REFRESHMENTS

Sir Cyril Hurcomb, Chairman of the British Transport Commission, has been promising what one joyous headliner calls a "New Deal" in refreshment for railway passengers; notably "clean and cheerful rooms" and "decent food served quickly." I wish him well; this job calls for more than soap, paint, or even attractive menus.

It has always seemed to me that the first need is to connect the refreshment room with the loud-speaker system on which all large stations now announce the arrival and departure of trains. This should put a stop to those rushes to the door every time a train is heard.

The second need is to announce over the loud-speakers how long the train "now standing at Platform 5" will continue to stand there, so that those travelling by it may know whether they have time for a cup of tea or not. At present you can see them hovering between the train and the refreshment room with expressions of rage and despair on their faces.

The third need is to make the refreshment seekers move in line behind a simple rail put up in front of the counter, instead of encouraging them, as now, to charge up in a body as if a counter were a French man-of-war and they themselves were a boarding party under the command of Commodore Sir Horatio Hornblower.

This steady and systematic "channeling" of the customers in one direction—the customers picking up their provender in passing—should help to put a constant and discouraging pressure on the "squatters."—"Northerner II" in "The Yorkshire Post."

Periodic salvage drives are carried out by all the railways to ensure that all out of date records are disposed of. Over 2,000 tons of paper were obtained by the G.W.R. by this means during the past four years.

Alive to the urgent need to continue waste paper salvage on its wartime scale, both the L.N.E.R. and G.W.R. before the end of last year sent out a letter of appeal for greater efforts to all their offices and branches.

EASIER TIME-TABLES.

REGULAR INTERVAL EXPRESSES.

G.W.R. ECONOMIES.

Standardised departure times at a fixed number of minutes past the hour for trains going to the same destination will be introduced on the Great Western Railway system from July 14, in substitution for a timet-table that has been built up during the past 90 years.

The company states that the new schedule, the result of nearly a year's intricate calculation and organisation, has been designed with the twofold object of effecting necessary economies in the working of the system—rendered vital if fares are to remain as at present or the possibility of any future reduction retained—and of aiding every traveller to be his own time-table.

Examples of the new system are:

	Mins.	Past Hr
Birmingham and the North 10	
Bristol 15	
West of England and Weymouth 30	
Worcester and West Midland line 45	
South Wales 55	

Similar arrangements have been made for departure of London trains from certain provincial cities.

Trains will leave Birmingham at the hour, Bristol at 15 minutes past the hour, and Cardiff at 15 minutes past also.

QUICKER TRAVELLING.

Rolling-stock will now be able to make two journeys a day—to the provinces from London and back, or vice versa—while, under the old time-table, insufficient margin of time to allow of the cleaning out and preparing of carriages was left between the time of arrival and departure.

The remodelled schedule will enable the company to run a maximum summer service of fast express passenger trains at their existing speeds, with a few runs even shortened in time.

In addition 32 locomotives and 9 complete trains of corridor coaches will be economised, representing a saving on capital outlay of nearly a million pounds.

The stock economised by the new system will be available for use as relief trains.

The adoption of 30 minutes past the hour as the standard time for departure for West of England trains involves no alteration to the famous Cornish Riviera Express, Limited, which for a long time has left Paddington at 10.30 a.m. on every week-day.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Motor Carrier Act

Radical alterations to the Motor Carrier Transportation Act, involving the changing of the basis of civil aviation and road development in the Union, were foreshadowed by the Minister of Transport, Mr. F. C. Sturrock, in Johannesburg recently. During the next Parliamentary session it was proposed, said the Minister, to introduce a Transport Bill which would embrace three important aspects of transport—rail, road, and air.

Provision was being made for the control of the air and the abolition of the National Road Board, which would be replaced by an entirely new organisation covering all phases of road transport. One Bill would be introduced to solve the problems of the road and the air, including the making of new roads. Discussions were being held also about the control of roads, the new roads programme, and the machinery for the re-grading and future extension of provincial and national roads. Mr. Sturrock said that the Bill would be referred to a select committee.

INDIA & PAKISTAN

New Construction on E.I.R.

The East Indian Railway has taken in hand the construction of broad-gauge line from Bardwadih, a station on the Soa East Bank-Barkakana-Gamoh section, to Sarnadih, in Surguja State. The line will be about 40 miles in length, and has been divided into seven sections of about 5 or 6 miles each.

Increased Charges on Pakistan Railways

As a result of the disturbances following partition of India, it is estimated the loss in the earnings of the Pakistan railways for the period August 15, 1947, to March 31 this year will amount to about Rs. 6 crores.

Increases in rates and fares were introduced, therefore, on January 1. On goods and passenger traffic, the former surcharge on basic rates is raised from 12½ per cent. to 37½ per cent.; and on parcels and luggage from 25 per cent. to 50 per cent. The surcharge on coal is raised from 20 per cent. to 30 per cent. Food grains are charged at an increased rate of 25 per cent.

This increase in rates and fares will, in the first instance, continue until March, and is expected to bring an extra revenue of Rs. 4 crores a year to the Pakistan Exchequer.

Electrified Circular Line for Calcutta

With a view to investigating the adequacy of existing goods and passenger terminal facilities in Calcutta, and to make recommendations for such additional facilities as might be found necessary, a Calcutta Terminal Facilities Committee was appointed by the Government of India in January, 1947. It is understood that one of the main recommendations of the committee is the electrification of over 20 miles of line encircling Calcutta, and connecting with existing suburban lines (see also *The Railway Gazette* of January 2).

This project would provide passengers with stations much closer to their destinations in the city. For the benefit of daily suburban travellers, it is proposed to build about 20 new stations at various points on

the circular line. Practically no land will have to be acquired, since the use of existing tracks and the construction of a high-level section over the Port Commissioners' lines at the docks will obviate the need for purchase.

It is estimated that 12 trains an hour during the 1½-hr. to 2-hr. peak periods in the morning and evening would suffice to cope with existing traffic. This frequency could be increased as required to as many as 20 trains an hour, or one train in every 3 min. For safety reasons, the construction of road overbridges at the few level crossings that would intersect the railway, and installation of automatic colour-light signalling, are recommended.

The scheme is expected to cost about Rs. 15 crores (£11·25 millions), and would take 5 years to complete.

Eastern Punjab Services Restored

After a complete stoppage of normal passenger services for a period of seven weeks, the Eastern Punjab Railway restored a few third class only trains, running on alternate days, on November 5. This was followed on November 10 by a passenger service throughout between Delhi and Amritsar.

Passengers using the through service from Amritsar to Delhi had to be in possession of permits issued by the civil authorities. This step was taken to prevent an influx of refugees into Delhi and the United Provinces.

As recorded in *The Railway Gazette* of November 28, the Delhi-Amritsar line had been breached by floods in the last week of September, and there was a stoppage of all through traffic until some special trains were run on October 13.

VICTORIA

Diesel Railcar Programme

The Victorian Railways have ordered from Great Britain the power bogies for six 280-h.p. diesel railcars, the bodies of which are being built in Melbourne. Each railcar unit will comprise two passenger sections separated by a power unit. Seating will be provided for 46 first class and 56 second class passengers, and the cars

will be capable of running at 60 m.p.h. with a full load. They will be used for combined branch and main-line operation.

In addition the administration has ordered 12 100-h.p. and 6 150-h.p. cars and six trailers for branch-line operation. These will seat 45 passengers (18 first class and 27 second class) in the motor vehicles, and 47 passengers in the trailers.

UNITED STATES

Quicker Wagon Turn-round

The President of the Association of American Railroads, Mr. T. Faricy, announced recently that the average turn-round time of freight wagons was now shorter than ever before. During October, wagons were loaded, moved, unloaded, and allocated for the next load within an average of slightly less than 12·5 days, which was half a day better than the previous record time during the peak-loading period in October, 1946, when the turn-round time averaged 13 days.

This reduction in turn-round time was equivalent to adding 80,000 wagons to the available supply, and had been accomplished by improved handling of wagons by the railways, and more prompt loading and unloading by traders.

FRANCE

Road and Rail Operation of Railcars

A railcar adaptable for running on rail or road has been adopted by the French National Railways for use on branch lines. The underframe is designed to facilitate the changeover from rail to road car by fitting pneumatic tyres to the wheels. The vehicle is known as the Floirat railcar. Trial runs were made recently on the line from Chantilly to Crépy-en-Valois. Fuel-oil consumption on the railway was 10 per cent. less than on the road for the same distance. The car is fitted with couplings for hauling a trailer.

The vehicle is driven by a Diesel-Bernard 6-cylinder engine of 105 h.p. at 1,700 r.p.m. The overall length is 33 ft. 9½ in., and tare weight 7·7 tonnes. It has a wheel diameter of 3 ft. 5½ in., and a maximum speed of 50 m.p.h. Seats are provided for 33 passengers. Two Floirat cars have been in regular service since November 1 last year. They make three trips a day in each direction between Chantilly and Crépy-en-Valois.

French Railcar with Rail or Road Wheels



One of the new Floirat cars of the S.N.C.F.

Chantilly to Senlis Station ($7\frac{1}{2}$ miles) the cars run on the road, and from Senlis to Crépy-en-Valois ($14\frac{1}{2}$ miles) on the railway.

CZECHOSLOVAKIA

New Third Class Coaches

Towards the end of last year the Tatra undertaking began the production of third class carriages to ease the rolling stock position on the railways. They are of steel construction, and divided into an open section, with side corridor, for smokers, and separate non-smoking compartments. Lighting is provided by a double row of lamps in the roof, and the windows, of large dimensions, are designed to be easy to manipulate.

The bodies are specially insulated against noise and the effects of temperature. The seats are upholstered in leather. Construction of these vehicles has become possible because of the good progress made in the still more urgent task of building goods vans, of which over 10,000 were completed in the opening months of the Czechoslovak Two Years' Plan for economic affairs.

HOLLAND

Railway Planning at Eindhoven

The electrified main line from Amsterdam and Utrecht to the German frontier at Venlo passes through the town of Eindhoven, whence there are branches to Weerd

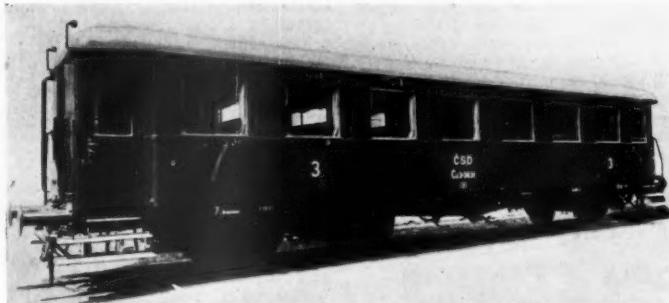
and Roermond; and to Valkenswaard and the Belgian frontier. The lines cut almost through the centre of Eindhoven, separating the northern suburb of Woensel from the rest of the town. The only connection is one road which crosses the railway on the level, and traffic congestion at this level crossing has become severe.

Subject to the agreement of the Belgian Government, the secondary line to Valkenswaard and the Belgian frontier will be abandoned. The main line will be placed on viaducts on an alignment some 90 yd. to the north of the existing line. The lifting of the line will make it possible to link Woensel with Eindhoven by means of four main roads. A new high-level

passenger station will be built to the north of the existing one, the site of which will be used as a forecourt for road traffic. The remaining land on the site of the existing main line and of the Valkenswaard line will be converted into park strips.

The goods yard and marshalling sidings will be remodelled, but will remain approximately on their present site, favourably situated near the town. The retention of this site is favoured in view of the impending elimination of the last steam-hauled trains and shunting engines. Rail connection to the Philips Works at Eindhoven will still be dependent on tracks at street level, but movements over them can be confined to periods of light road traffic.

Carriages for Czechoslovakia



One of the new vehicles built by the Tatra undertaking

Publications Received

Locomotives of the L.N.E.R. Standardisation and Renumbering. By O. S. Nock. Second Impression (revised). Published by the London & North Eastern Railway Company and obtainable from Eastern Region station bookstalls and the Advertising Manager's Office at 26, Pancras Road, N.W.1, at York, and at Edinburgh. $8\frac{1}{2}$ in. $\times 5\frac{1}{2}$ in. 68 pp. Illustrated. Paper covers. Price 2s. 6d.—The L.N.E.R. recently published a second and revised edition of this booklet, which deals primarily with the scheme of locomotive standardisation evolved by that company. The pre-war locomotive policy, wartime difficulties, and the evolution of the present standard types are clearly set out so that the reader can quickly grasp the import of the L.N.E.R. standardisation policy and at the same time see it in its correct perspective.

Official Railway Map of England and Wales, 1947. London: Railway Clearing House, 203, Eversholt Street, N.W.1. 4 ft. $10\frac{1}{2}$ in. \times 4 ft. $2\frac{1}{2}$ in.—Just before Christmas the Railway Clearing House issued the 14th Official Railway Map of England and Wales, which is presumably the last to show the ownership of the main-line railway companies. It purports to include all additions and alterations to lines and stations since the previous edition, which was published in 1940, but excludes the various wartime junctions and connections, which presumably were omitted on the basis that they were Government property and not in the ownership of the railway companies. The minor railways have been borne in mind, as the Festiniog Railway and the Weston, Clevedon & Portishead Railway have been deleted. The Ravenglass & Eskdale is indicated as 1 ft. 3 in. gauge, ignoring the fact that a portion is also mixed with

standard gauge, and still showing the section Beckfoot to Boot that has been abandoned for many years. The Rye & Camber continues to be shown, although it has been not merely abandoned but virtually obliterated. The scale is $7\frac{1}{2}$ m. to 1 in. This map is available in unmounted sheets (four sections at £1 10s.); mounted on linen, dissected, folded, and with Rexine cover, £2 5s.; and mounted on linen, varnished, on rollers as a wall map, £2 6s.

Great Loco. Story. By R. L. Grey. Huddersfield: Quadrant Publications, 390, Wakefield Road. $7\frac{1}{2}$ in. $\times 4\frac{1}{2}$ in. 57 pp. Illustrated. Paper covers. Price 2s. 7d. (post paid).—Locomotive standardisation in its fullest sense does not simply involve a reduction of the various types of locomotive in service to a minimum by constructing or modifying locomotives to standard types, but at the same time it requires also, the production of standard designs that are sufficiently sound and advanced that they will not have become obsolete before the programme has been carried out. Mr. Churchward, who became C.M.E., G.W.R., in 1903, undertook the task of standardisation so successfully that his general design principles have been very largely adhered to since by the G.W.R., and have played an important part in the development of British locomotive design. The development of Churchward designs is ably covered by this booklet, which begins with the eventful years at the close of the "Dean" period, and extends right up to such designs as the "Castle" class, which appeared after Churchward's retirement, but was based on his design principles. A series of line drawings of the various locomotives provide suitable illustrations, and among a number of tables are dimensions of Churchward and post-Churchward standard boilers.

National Insurance. By John Gazdar. "This is the Law" Series. London: Stevens & Sons Ltd., 119/120, Chancery Lane, W.C.2. $7\frac{1}{2}$ in. \times 4 in. 74 pp. Paper covers. Price 3s.—As on July 5 this year, practically every person in this country will become State insured, there is a considerable need for a booklet such as this in which is explained to the man in the street exactly what his position will be and in what way he will be affected by the National Insurance Act, 1946. Here, the framework of the Act as a whole is dealt with, and details are set out clearly of the classification of insured persons, benefits, procedure, and administration.

Railway Pride and Prejudice. By Thomas B. Peacock. Published by the author at 30, High Street, Halstead, Essex. $8\frac{1}{2}$ in. $\times 5\frac{1}{2}$ in. 12 pages. No price stated.—This essay on the study of railways pursues the somewhat unusual subject of signals and their individualities. The author shows that, although the railways appeal to different people in different ways, there is a kind of common denominator of fondness for the semaphore signal dating from childhood recollections of the lowering of the arm as the prelude to the appearance of an express train. Mr. Peacock records the trend towards sheer utility in signal design, seeing in the adoption of a strictly limited range of austerity types the dominant characteristic of post-war planning.

Industrial Electric Motors.—The wide variety of electric motors now available makes the selection of the appropriate type for a specific application a specialised matter. Much useful guidance in this respect is contained in a new booklet published by Higgs Motors Limited, Witton, Birmingham, 6. The booklet contains notes and tables dealing with many types of motors and starters, their installation, and operating characteristics.

First Minutes of Goods Managers' Conference, Railway Clearing House

*At a Meeting held in London 19 Jan^t 1847
at Euston Station
Present*

Capt ⁿ Huish	London & Northwestern Railway Co?
Mr. Eborall	
Mr. Poole	
Mills	
Salt	
Nursom	
R. Badson	
A. Gutteridge	
R. Bailey	
C. W. Eborall	
J. H. Coggins	Manchester & Leeds R.R.C.
Wentworth Clay	Hull & Selby C?
I. Allport	York & North Midland C?
	March & Sheffield R.R.C.
	Preston & Wyre R.R.C.
	Norfolk Railway C?
	York & Newcastle R.R.C.

It having been considered desirable with a view of promoting the System of Goods Carrying over the various Lines of Railway represented by the Gentlemen present, to draw up & agree upon a Code of Regulations for the interchange of Traffic, & the whole subject having now been fully discussed it was deemed advisable to recommend to the respective Boards of Directors:- as follows -

1 That the said Railway Companies should ~~carrying~~ carry on their own Account, & in connexion with each other.

2 That an assimilated Classification is indispensable, & the one in operation upon the London & Northwestern Railway be adopted.

2

3 That a Mileage Rate should be accepted
Mileage by each Company, according to the Mileage
Rate run over each Line.

4 That Terminal Expenses should be
Tonmeat deducted & allowed previous to any division being
Expenses made.

5 That any Claims for Losses or Damages
Losses which cannot be traced or ascertained as having
damage taken place upon any particular Line should
be divided in proportion to the mileage run

6 That 2 Tons Weight in a Wagon shall
maximum Load be considered a minimum Load.

7 That each Company should enter into
the Clearing House in London, making
Clearing House returns duly thereto,

8 That Sheets & Ropes should be at
present provided by each Company upon their
own Lines; but that with a view of avoiding
Sheets the impediments attending removals at each
Ropes junction the subject should be well considered
& the opinion or decision of each party
communicated to Mr. Hoole previous to the
next meeting of the Clearing House Authorities,
which takes place on the second Wednesday in
February pro*xi*.

9 That Weekly Abstracts of the total
daily returns at each station, of Weights and
weekly Moneys, should be regularly exchanged
Abstracts between each Company; but to simplify

Clearing House weekly returns

and reduce the number of such Accounts, this subject may in like manner be fully deliberated upon by each Company, and hereafter determined whether it would not be attended with less expense & trouble to pass such business through the Clearing House in London.

10

credit accounts

Bad debts.

That Monthly Settlements should be regularly made with each Company. That Cash payments only should be received, & Credit Accounts not exceeding one Month be given to any party. Cf Every sum contracted for in the Month of January must be adjusted & settled finally within the month of February. Any Bad Debts may be proportionally divided according to Mileage, but each Company should be liable for its own, if any neglect has taken place in proper application having been made for payment or due Notice has not been given to the other Companies interested (or to the Clearing House, as the case may be) within 7 days after such payment was due.

B. Mr West of the Midland Co., & Mr Mosley of the Eastern Counties Co., & Mr Payne of the Birmingham & Bristol Co. were unavoidably absent.

F. Braschawte Poole
Secy

From small beginnings the Conference grew until in the middle of the nineteenth century it was representative of 160 independent interests (see editorial note, page 33)

Rapid Wartime Construction in Africa

To carry bauxite from a mine in the Gold Coast hinterland, a 3-ft. 6-in. gauge railway of permanent standard, with steel and concrete bridges, was completed within six months of the finish of the survey



Typical earthworks, with culvert openings

IN 1942 it became urgently necessary to transport bauxite from a mine at Awoso, near the northern border of the Western Province of the Gold Coast Territory, to the coast. The existing 3-ft. 6-in. gauge main line from Takoradi to Kumasi ran within 50 miles of the mine, but there were no means of effecting heavy bulk transport to the railway.

Towards the end of that year, therefore, urgent steps were taken to survey and construct a branch line of the same gauge and of a fairly high standard, from Dunkwa, on the main line where it passes into Ashanti, to Awoso, a distance of 45 miles.

The country traversed is mainly bush, much of it so dense that the survey party had to hack a tunnel about 6 ft. wide and high enough for instrument-sighting through the undergrowth, which consisted of palms, bamboos, and bushes thickly interwoven. Large trees of up to 10 ft. girth and usually 80 to 100 ft. high, but sometimes at high as 150 ft., were also encountered at about 50-ft. intervals; in some cases their bases spread out and covered areas as large as 600 sq. ft. Bush clearing and surveying were, therefore, necessarily slow, but despite all obstacles the preliminary survey work, begun in December, 1942, was completed in June, 1943, and location, including the clearing of a 20-ft. wide swathe, was finished three months later.

Though ground level along the alignment varies only between 300 and 500 ft. above sea level, gradients of 1 in 100 and 1 in 80, and curves as sharp as 6 deg. (14½-ch. rad.) were necessary to negotiate the valleys of the many small streams to be crossed. Transitions were inserted for curves sharper than 4 deg. (about 22-ch. rad.).

An initial difficulty with which the contractors were faced was with regard to construction labour, for all the Italian sub-contractors, who were accustomed to this kind of work, had been interned. For clearing and earthworks, therefore, resort had to be made to piecework, and African sub-contractors, chosen at first according

to appearance, were engaged. Ashanti tribesmen for bush-clearing, and Northern Territory natives for earthworks.

A full width of 100 ft. on each side of the located line was cleared as earthworks proceeded. Cuttings were 20 ft. wide at formation level, and had side slopes varying from 1 to 6 to 1 to 1 according to the soil; embankments were 15 ft. wide and had 1½ to 1 slopes. Excavation was mostly by hand, with head-baskets, but scrapers were also used; lorries and dumper trucks were provided, where possible, for transferring from cuttings to banks; borrow-pits were dug only where they could be drained, so as to obviate the danger of fevers bred in stagnant water.

A "10 R-B" (Ruston-Bucyrus) navvy was tried in cuttings, but the laterite soil proved too tough for it. A "17 R-B" was, however, more successful and was used wherever wider cuttings permitted. In many areas, the top 3 ft. of soil had to be hand-excavated because of tree roots.

Service roads, 15 ft. wide, were constructed; throughout the first 18 miles the new line runs parallel and near to the Dunkwa—Bibiani motor road, from which cross-connecting roads were built at suitable points. Beyond, a service road parallel with and 100 yd. from the cleared route was constructed, together with cross connections.

Bridges and Culverts

For the smaller streams, concrete pipe culverts—generally 2 ft. to 4 ft. dia.—and arched concrete culverts with little reinforcement up to 8 ft. span and 6 ft. deep were used; twin culverts were necessary in some places. Timber shuttering was used as a rule, but some steel forms were imported. To suit native carpenters, the designs of abutments were as simple as possible.

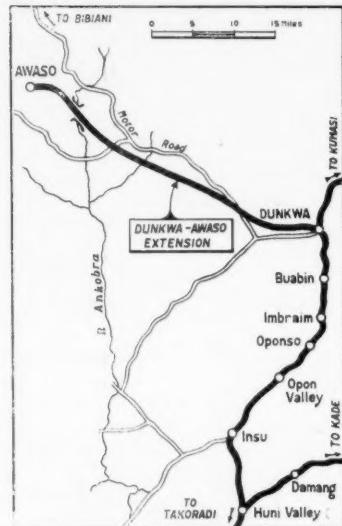
Two major bridges were necessary over the Ankobra and Dia rivers, the former consisting of a single 120-ft. span, and the latter of two 60-ft. spans. In both cases mass-concrete substructures were used, with an R.C. raft where necessary. Unit

construction Warren-type Callender-Hamilton through steel truss spans were erected on them. All the other bridges had ordinary deck girders of from 10 ft. to 30 ft. span on mass concrete abutments and piers. All were designed for a standard axle-load of 16 tons.

In that country, where white ants abound, steel sleepers normally would have been laid, but as they were unobtainable in wartime, 7-ft. local hardwood sleepers had to be cut and used instead. They were laid on gravel ballast obtained from pits, streambeds, and cuttings, and run out to railhead by train.

The volume of main earth and rock excavation averaged out at about 30,000 cu. yd. a mile, and some 50 miles of track were laid, including five miles of sidings.

Buildings at Dunkwa included timber European staff camp quarters, large mess huts with walls of sandcrete blocks, and a



The extension in relation to the main line from Takoradi to Kumasi

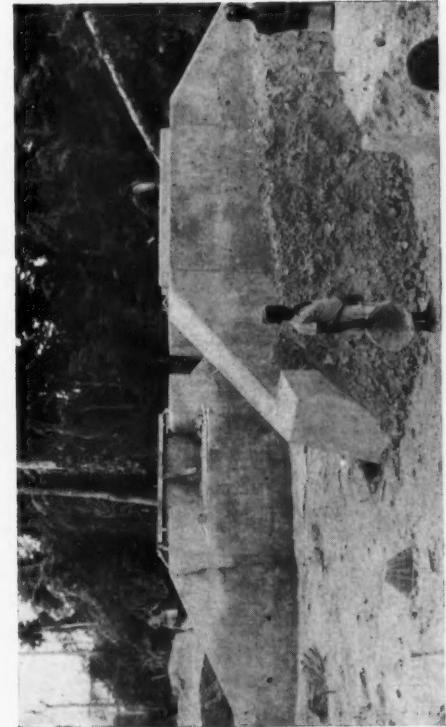
hospital having eight beds. Up the line, portable army huts or *shimbekis*, with split bamboo walls and palm thatching, were provided; the native labour camps, also, were built on the latter principle, with earth floors. There was a hospital for natives at Dunkwa and dispensaries at eight-mile intervals along the line. The native labour force totalled over 12,000 men, but, though they had no natural sanitary instincts, no serious epidemics or trouble occurred, thanks to the medical and sanitary measures taken.

The speed with which the whole construction programme was carried out is shown by the fact that clearing to full width was completed at the end of 1943, earthworks by February, 1944; all bridges and culverts in mid-March; and track-laying at the end of that month. The first train passed up the new line on March 31, 1944, and returned with the first load of bauxite the same day. On page 34 will be found an editorial note on this subject.

The work was carried out for the Ministry of Aircraft Production and the Ministry of Works, with Mr. E. G. Richards as Resident Engineer. Mr. A. T. Sturgess was in charge of the survey, and the contractors were Pauling & Co. Ltd., whose agents were, successively, Mr. J. F. Main and the late Mr. H. C. Butler.

Building the Awoso Extension of the Gold Coast Government Railway

(See article on opposite page)



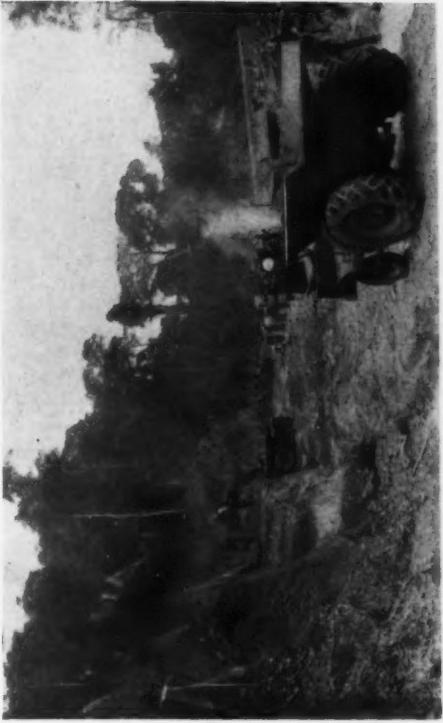
Concrete abutments for deck span bridge



Callender-Hamilton 120-ft. span erected on cribs



Tractor-scraping machine on excavation work



Dumper on side-hill excavation

New Doncaster-Built Pacific Locomotive

*Modifications of the Thompson "A2/3" design
in Mr. A. H. Peppercorn's "A2" class*

THE first of a new series of Pacific express passenger and freight locomotives was completed at the Doncaster Works of the L.N.E.R. in December, and is now in service. As reported in our January 2 issue, the new engine has been named *A. H. Peppercorn* after her designer, the last Chief Mechanical Engineer of the L.N.E.R. This is the 1,434th and last locomotive to be built by the L.N.E.R. since the formation of the company 25 years ago; it is also the 2,016th engine to be constructed at Doncaster Works.

The new engine has been classified "A2" and differs considerably in detail and appearance from those of the previous order built during the régime of Mr. Edward Thompson, now designated "A2/3."

The three cylinders, of 19 in. dia. x 26 in. stroke, have been brought closer together by moving forward the outside cylinders to the more orthodox position between the bogie wheels, thus shortening the exhaust ports and eliminating the external exhaust ducts. At the same time the bogie has been brought back nearer to the coupled wheels, and the total wheel-base shortened by 2 ft. 7 in.

As before, the drive is divided, the middle cylinder acting on the leading coupled axle and the outside cylinders on the middle axle. The inside connecting rod and Walschaerts motion are identical with that used on the previous locomotives, while the outside gear has been lengthened.

and closely resembles that used on the now numerous "B1" class of 4-6-0.

The boiler is unaltered in general dimensions and carries a pressure of 250 lb. per sq. in. The dome, however, has been replaced by a steam collector of the familiar L.N.E.R. pattern, and the use of 3 per cent. nickel alloy steel has enabled thinner barrel plates to be used.

In the table below are shown the principal dimensions of the new engine and of the "A2/3" series—

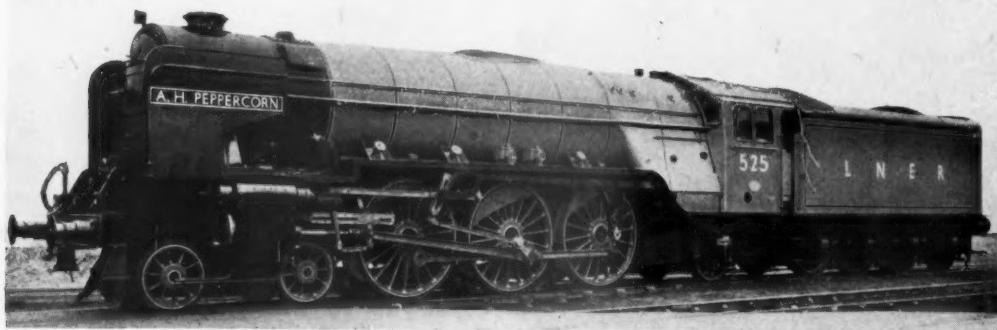
the A2/3 series		"A2"	"A2 3"
Driving wheels, dia.	6 ft. 2 in.	6 ft. 2 in.	
Cylinders (3) : diameter	19 in.	19 in.	
	stroke	26 in.	26 in.
Boiler pressure (lb. per sq. in.)	250	250	
Heating surface—			
Firebox	245.3 sq. ft.	245.3 sq. ft.	
Tubes	1,211.57	1,211.57	
Flues	1,004.5	1,004.5	"
Total evaporative	2,461.37	2,461.37	"
Superheater	679.67	679.67	"
Total	3,141.04	3,141.04	"
Grate area	50 sq. ft.	50 sq. ft.	"
Tractive effort at B.S.			
per cent. boiler pressure	40,430 lb.	40,430 lb.	
Total wheelbase	60 ft. 5 $\frac{1}{2}$ in.	63 ft. 0 $\frac{1}{2}$ in.	
Weight on—			
Bogie axles...	18 tons 8 cwt.	18 tons 0 cwt.	
Coupled	66 tons	66 tons	
Trailing axle	16 tons 12 cwt.	17 tons 10 cwt.	
Maximum total weight in working order			
Engine	101 tons	101 tons	10 cwt.
Tender	60 tons 7 cwt.	60 tons	7 cwt.

The provision of a wider cab has enabled the vacuum ejector to be lowered, and together with a vee front considerably improves the lookout. The cab mountings and controls follow the usual L.N.E.R.

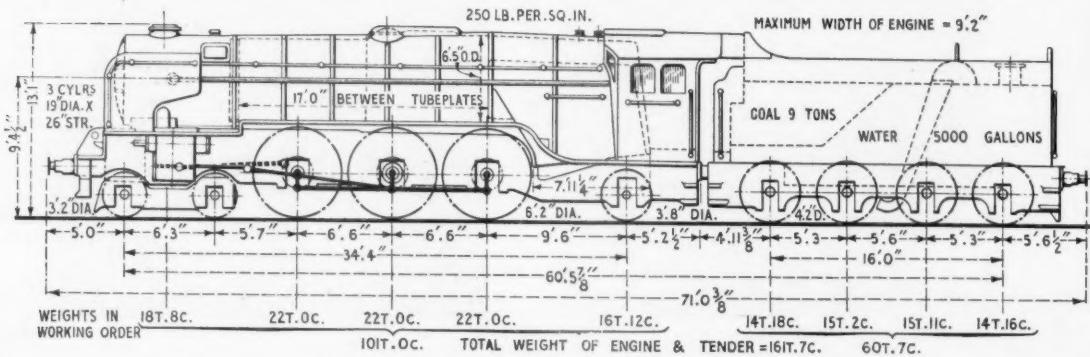
practice for Pacific engines, but include electric lighting, the current for this and the head lamps being supplied by a Stone's turbo-generator situated on the front right-hand side of the footplate.

To reduce disposal time at the sheds, a hopper ashpan, rocking grate, and self-cleaning smokebox have been provided; and these, together with the accessibility of the motion and valves, should assist the shed staffs in their routine examinations.

Tourist Trade Prospects.—Mr. J. G. Bridges, Director-General of the Travel Association, Tourist Division of the British Tourist & Holidays Board, has returned after a six weeks' tour of the United States and Canada with ample evidence of the enthusiasm in those countries for holiday trips to Great Britain. Mr. Bridges is confident that the Travel Association estimate of 100,000 visitors from North America during 1948 will not be proved over-optimistic, and that the numbers coming to the United Kingdom will be limited only by the facilities available for transport by sea and air. Mr. Bridges found little evidence to suggest that the present austerity conditions will deter visitors from crossing the Atlantic, and found a ready appreciation of our difficulties. A recent report by Mr. Ralph T. Reed, President of the American Express Company, that foreign travel by Americans could further the Marshall European Aid Plan to the extent of \$14,000,000,000 during the next ten years, had convinced Americans of the importance of their holiday dollars to European economy, and had helped to correct, also, the impression that the presence of tourists was likely to prove a further embarrassment.



New Class "A2" Pacific locomotive built by the L.N.E.R. in 1947



Principal dimensions of the "A2" Pacific

January 1 Tour of Paddington Station



On January 1, the day on which the railways passed into State ownership, General Sir William Slim (member of the Railway Executive); Sir Cyril Hurcomb (Chairman of the British Transport Commission) and Mr. J. H. Brebner (Chief Public Relations & Publicity Officer of the Commission) visited Paddington Goods Depot



Sir William Slim talking to Foreman Ernest Watson. Behind Sir William Slim and Sir Cyril Hurcomb are Mr. C. Furber (Commercial Superintendent, Western Region) and Mr. K. W. C. Grand (Chief Regional Officer, Western Region)



Sir William Slim and Sir Cyril Hurcomb at a parcels loading deck

The Railway Executive in Session at Headquarters



The first meeting of the Railway Executive, held at its headquarters, the Great Central Hotel, London, on January 1

Messrs. E. G. Marsden (Secretary); George Morton (Chief Financial Officer); H. L. Smedley (Solicitor & Legal Adviser); J. C. L. Train (Civil Engineering & Signalling); R. A. Riddles (Mechanical & Electrical Engineering); Sir Eustace Missenden (Chairman); Messrs. V. M. Barrington-Ward (Operating); C. Neville (Staff & Welfare); W. P. Allen (Freight & Commercial); W. H. Mills (Assistant Secretary).

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RAILWAY NEWS SECTION

PERSONAL

British Transport Commission

The British Transport Commission announces the following appointments:—

Chief Secretary & Legal Adviser's Department

Mr. R. K. Kerr (Assistant Solicitor (Parliamentary), Chief Legal Adviser's Department, L.N.E.R.) as Solicitor Assistant (Parliamentary).

Mr. H. L. Brazier (Assistant to Secretary, Southern Railway) as Senior Secretarial Assistant.

Mr. G. A. V. Hayes (Secretary's Office, G.W.R.) as Senior Secretarial Assistant.

Mr. R. Byron-Scott (Senior Assistant (Managing & Salaried Staff), Chief General Manager's Office, L.N.E.R.) as Senior Secretarial Assistant (Staff & Establishment).

Mr. D. Robertson (Scottish Secretary, Railway Clerks' Association) as Senior Secretarial Assistant (Staff & Establishment).

Mr. L. B. Marson (Senior Assistant (Works), Chief General Manager's Office, L.N.E.R.) as Senior Secretarial Assistant (Works & Development).

Mr. S. R. Vigor (Commercial Manager (Parcels Services), Carter Paterson & Co. Ltd.) as Assistant (Road) to Charges Adviser.

Chief Public Relations & Publicity Officer's Department

Mr. C. Barman (Assistant to Chief Officer for Public Relations, G.W.R.) as Publicity Officer.

Sir George E. Bailey, on assuming the office of full-time Deputy Chairman of Associated Electrical Industries Limited, has relinquished his position as Managing Director. Dr. H. W. H. Warren, Deputy Managing Director, has been appointed Managing Director. Mr. E. H. Ball, Deputy Managing Director of the British Thomson-Houston Co. Ltd., has been appointed Managing Director of that company, in succession to Dr. Warren, who remains a Director.

INDIAN RAILWAY APPOINTMENTS

Mr. G. C. Trehan, Director, Civil Engineering, Railway Board, India, has been appointed General Manager, Oudh Tirhoot Railway, in place of Mr. B. B. Varma, placed on special duty with the Railway Board for the re-grouping of Indian railways.

Mr. G. Pande has been appointed to officiate as Director, Civil Engineering, Railway Board.

Rai Bahadur P. C. Khanna, lately Chief Administrative Officer, Eastern Punjab Railway, on return from leave, is to be an Additional Member of the Federal Public Service Commission.

Mr. Karnail Singh, Transfer Officer, India, is to be Engineer-in-Chief of the West Bengal to Assam railway link (see our December 12 issue).

Mr. A. D. Dhall, on return from leave, to be Transfer Officer, India.

Mr. R. M. T. Richards, O.B.E., hitherto Traffic Manager, Southern Railway, who, as recorded in our January 2 issue, has been appointed Deputy Chief Regional Officer, Southern Region, under the Railway Executive, was born in 1890. He joined the S.E.C.R. in 1908, and later was appointed Assistant to the Eastern District Superintendent. In April, 1915, he joined the Railway Operating Division in France, and was demobilised in 1919, with the

Gilbert Szlumper; he was confirmed in the permanent appointment of Traffic Manager in 1942, after Sir Eustace Missenden had been appointed substantive General Manager. Mr. Richards was made an O.B.E. in the New Year Honours, 1943, and is a Chevalier dans l'Ordre de Leopold (Belgium).

Railway Executive

The Railway Executive, with the approval of the British Transport Commission, has made the following appointments of officers to the Railway Executive, from January 1:—

Chief Officer (Locomotive Construction & Maintenance): Mr. R. C. Bond.

Chief Officer (Carriage & Wagon Construction & Maintenance): Mr. E. Pugson.

Chief Electrical Engineer: Mr. C. M. Cock.

Executive Officer (Design): Mr. E. S. Cox.

Executive Officer (Road Motor Engineering): Mr. A. E. C. Dent.

Executive Officer (Administrative & Special Duties): Mr. G. S. Hussey.

Chief Officer, Engineering (Works): Mr. A. Dean.

Executive Officer, Engineering (S. & T.): Mr. H. H. Dyer.

Executive Officer, Engineering (Development): Mr. R. C. Ratray.

Chief Officer (Operating) (Headquarters): Mr. S. E. Parkhouse.

Chief Officer (Operating) (Eastern Group): Mr. E. W. Rostern.

Chief Officer (Motive Power): Mr. H. Rudgard.

Chief Officer (Marine): Mr. O. H. Corble.

Acting Chief Officer (Docks): Mr. H. A. Short.

Chief Officer (Administration): Mr. F. Weller.

Chief Officer (Goods): Mr. J. R. Pike.

Executive Officer (Terminals): Mr. A. C. B. Pickford.

Executive Officer (Mineral Traffic): Mr. D. Murray.

Executive Officer (Road Transport): Mr. A. Harrison.

Chief Officer (Continental): Mr. R. H. Hacker.

Acting Executive Officer (Refreshment Rooms & Dining Cars, and Hotels Liaison): Mr. E. K. Portman-Dixon.

Chief Officer (Stores): Mr. A. W. Norman.

Chief Estate & Rating Surveyor: Mr. A. Endicott.

Chief Officer (Staff & Establishment): Mr. H. Adams Clarke.

Assistant Chief Financial Officer: Mr. V. Radford.

Chief Officer (New Works): Mr. J. Ness.

Chief Officer (Administration): Mr. J. L. Harrington.

Chief Officer (Administration): Mr. A. J. Pearson.

Sir Reginald Robins has been appointed Member for Transport, East Africa High Commission.



Mr. R. M. T. Richards

Appointed Deputy Chief Regional Officer, Southern Region, Railway Executive

rank of Captain. He rejoined the S.E.C.R. and was appointed Assistant London District Traffic Superintendent; on the amalgamation he was transferred to Waterloo as Assistant Divisional Superintendent, Southern Railway. In 1930 Mr. Richards was promoted Divisional Superintendent, London (West) Division, where he remained until 1933. In that year he was selected to fill the newly-formed position of Development Officer to the General Manager. While so engaged he undertook an extensive mission to South Africa in 1936, to perfect the relationship between the producers of that country and the Southern Railway, over which system great quantities of South African produce passed via Southampton Docks. In July, 1937, he became Assistant Traffic Manager, and he visited the U.S.A. and Canada to study port and transport conditions. On January 1, 1940, Mr. Richards was appointed Traffic Manager, during the period in which Sir Eustace Missenden held the position of General Manager in the absence of Mr.

*Mr. S. A. Finnis*

Appointed Assistant Chief Regional Officer,
North Eastern Region, Railway Executive

*Mr. H. H. Phillips*

Appointed Assistant Chief Regional Officer,
Western Region, Railway Executive

*Mr. E. G. Marsden*

Appointed Secretary to the
Railway Executive

Mr. S. A. Finnis, hitherto Assistant Divisional General Manager, North-Eastern Area, L.N.E.R., who, as recorded in our January 2 issue, has been appointed Assistant Chief Regional Officer North Eastern Region, under the Railway Executive, joined the L.N.E.R. in 1927. After training as a traffic apprentice, he was appointed Assistant to Goods Agent, Hull, in 1931, and Assistant to District Goods & Dock Manager, West Hartlepool, in 1933. He became Dock Superintendent, Tyne Dock, in 1936, Head of Traffic Section, Divisional General Manager's Office, York, in the next year, and Assistant District Superintendent, Sunderland, in 1939. Mr. Finnis was called up with the Supplementary Reserve on September 1 of that year. He went to France as Adjutant, No. 1 Railway Operating Group, R.E., and, after the fall of France, to the Middle East as Dock Superintendent, Port Said. He later became Dock Superintendent, Alexandria, and then D.A.Q.M.G. (Movements & Transportation), Tobruk. He was taken prisoner at the fall of Tobruk, and was released in April, 1945. Mr. Finnis was appointed District Superintendent, Sunderland, on January 1, 1945, while still a prisoner of war, and took up the duties of the post in September of that year. He was made Assistant Passenger Manager, North Eastern Area, in October, 1946, and became in January, 1947, Assistant to Divisional General Manager, and in July last Assistant Divisional General Manager, for the same area.

Mr. Herbert H. Phillips, A.C.I.S., M.Inst.T., hitherto Assistant to Superintendent of the Line, Cardiff, Great Western Railway, who, as recorded in our January 2 issue, has been appointed Assistant Chief Regional Officer, Western Region, under the Railway Executive, has been in G.W.R. service since 1908. Until 1932 he was a member of the General Manager's personal staff, in which capacity he gained a wide experience in all phases of railway administration, and for some years had charge of the section dealing with freight rates and charges, passenger fares, docks and steamboats, rolling stock and general subjects. He also acted as Secretary of the Cork City Railways be-

fore the acquisition of that company by the Great Southern Railways of Ireland. In 1932 Mr. Phillips was transferred to the Office of the Superintendent of the Line to reorganise the company's excursion and cheap-ticket facilities, and he was largely responsible for the introduction of monthly return tickets. At the end of 1937 he was transferred to Cardiff as Assistant Divisional Superintendent, and in 1941 was promoted Divisional Superintendent there. At the end of 1945 he was appointed to the then newly-created post of South Wales Assistant to Superintendent of the Line resident in Cardiff. Mr. Phillips is the Chairman of the South Wales & Monmouthshire Section of the Institute of Transport; and a member of the executive of the Industrial Association of Wales, the Glamorgan Territorial Army Association and many other local organisations.

Mr. E. G. Marsden, hitherto Secretary to the Railway Executive Committee, who, as recorded in our January 2 issue, has been appointed Secretary to the Railway Executive, joined the North Eastern Railway in 1921. After wide experience in the commercial and operating departments of the North Eastern and Scottish Areas of the L.N.E.R., he was appointed in 1932 to the staff of the Passenger Manager, York, where, at the instance of Sir Ralph Wedgwood, he undertook certain inquiries into road transport questions. In the same year he went to London for special work at headquarters and with the Railway Companies' Association arising from the Salter Conference. Later his services were again lent to the Railway Companies' Association in connection with matters leading to, and occasioned by, legislation affecting road and rail transport. Mr. Marsden was a member of the Standing Joint Committee of Railway Air Services Limited from 1934 until December, 1937. His association with the Railway Executive Committee dated from September, 1938, when the L.N.E.R. released him for service with the committee on its formation as an advisory body. After the R.E.C. had been formally appointed on September 1, 1939, Mr. Marsden acted as Principal Assistant to the Secretary, until himself appointed Secretary in April, 1945.

SCOTTISH REGION, RAILWAY EXECUTIVE
The Railway Executive, with the approval of the British Transport Commission, has made the following appointments in the Scottish Region, from January 1:

Operating Superintendent: Mr. H. G. Sayers.

Assistant Operating Superintendent: Mr. J. N. Phillips.

Motive Power Superintendent: Mr. R. F. Harvey.

Assistant Motive Power Superintendent: Mr. E. D. Trask.

Commercial Superintendent: Mr. W. Yeaman.

Assistant Commercial Superintendent: Mr. E. W. Arkle.

Assistant Commercial Superintendent: Mr. L. E. Marr.

Civil Engineer: Mr. W. Y. Sandeman.

Assistant Civil Engineer: Mr. I. R. Frazer.

Signals & Telecommunications Engineer: Mr. W. Bryson.

Assistant Signals & Telecommunications Engineer: Mr. A. F. Wigram.

Mechanical & Electrical Engineer: Mr. G. S. Bellamy.

Assistant Mechanical & Electrical Engineer: Mr. J. Blair.

Regional Staff Officer: Mr. R. Simpson.

Accountant: Mr. J. G. Dunlop.

Treasurer: Mr. J. Hastie.

Solicitor: Mr. M. Wallace.

Stores Superintendent: Mr. A. J. Allenby.

Estate & Rating Surveyor: Mr. E. C. Dewick.

Assistant Estate & Rating Surveyor: Mr. R. M. Scott.

Marine Superintendent: Captain H. J. Perry.

Assistant Marine Superintendent: Mr. R. D. Kerr.

Medical Officer: Dr. T. C. D. Watt.

Chief of Police: Mr. C. E. Beynon.

Assistant Chief of Police: Mr. W. Charlton.

Advertising Officer: Mr. J. B. Dunlop.

Public Relations Officer: Mr. H. McHunter.

All these officers have hitherto been serving in the Scottish area of either the L.M.S.R. or L.N.E.R.

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**Mr. G. Cornish**

Principal Assistant to Chief Goods Manager,
Great Western Railway.
1946-47

**Mr. F. C. Hall**

Principal Assistant to Chief Mechanical
Engineer, Great Western Railway,
1941-47

**Mr. A. E. Hoare**

Recently appointed Assistant Superintendent
of Motive Power, Southern Railway
(now Southern Region)

Mr. G. Cornish, Principal Assistant to the Chief Goods Manager, Great Western Railway, who retired on December 31, entered the company's service in the Chief Goods Manager's Office, and, after gaining experience at a number of stations in the London Area, returned to that office to take up an appointment in the Staff Section, of which he took control in 1926. He subsequently became Goods Agent at Oxford and South Lambeth; and Goods Superintendent at Bristol. In 1936 he was appointed District Goods Manager, Liverpool. He was a member of the Liverpool Chamber of Commerce, and the Liverpool & District and the Manchester & District Conferences. He was also a member of the Dee Conservancy Board and subsequently of the Dee Catchment Board, on the reconstitution of that body. In 1940 Mr. Cornish was appointed District Goods Manager, Birmingham, where he was a member of the council of the Chamber of Commerce, the Birmingham & South Staffordshire Conference and the Road-Rail Panel for the Midland Area and the Midland Regional Canal Conference. He was also Liaison Officer for the several Government departments which were established early in the war. In 1941 he returned to London to become General Assistant to the Chief Goods Manager, and was closely associated with the movement of traffic to and from British and American depots and the ports. Mr. Cornish also was a member of an inter-company committee set up to deal with post-war problems at Liverpool, Manchester, Birmingham, London and other parts of the country. In October, 1945, there was added to his duties that of all staff matters related to the Goods Department, and he became the General & Staff Assistant. On his appointment as Principal Assistant to the Chief Goods Manager, in July, 1946, he undertook development and research work, in the course of which he established zonal collection and delivery work throughout the G.W.R. He was also Chairman of an inter-company committee set up in September, 1945, to co-ordinate zonal working throughout Great Britain. In 1946, Mr. Cornish was appointed Chairman of a G.W.R. committee set up to report on mechanical

appliances for goods terminal working, and has done much to extend the use of all such appliances, including new types of containers for use with roadstone and cement (a demonstration of those and other appliances was held last June, and was referred to in *The Railway Gazette* of June 13 and July 18, 1947).

Mr. F. C. Hall, M.I.Mech.E., Principal Assistant to the Chief Mechanical Engineer, Great Western Railway, who retired on December 31, entered the company's service in 1900 as an apprentice in the locomotive works. In 1907 he was transferred to the drawing office. While serving as a draughtsman and still attached to the drawing office, he was engaged on outdoor work in connection with locomotive tests. In 1919 he was appointed Assistant Divisional Locomotive Superintendent, London, and in 1922 became Divisional Locomotive Superintendent, Neath. He was appointed Assistant to the Locomotive Running Superintendent & Outdoor Assistant to Chief Mechanical Engineer in 1924, and in 1929 was transferred to Bristol as Divisional Locomotive Superintendent. In September, 1931, Mr. Hall became Locomotive Running Superintendent & Outdoor Assistant to the Chief Mechanical Engineer. In 1933 he visited Persia at the invitation of the Persian Government to advise on railway matters. After his visit an order was placed in this country for the construction of a number of locomotives; by arrangement with the Great Western Railway the specifications of those locomotives were prepared under the direction of Mr. Hall, and he also supervised their construction. He was appointed Principal Assistant to the Chief Mechanical Engineer in 1941.

Mr. A. E. Hoare, A.M.I.Mech.E., who was recently appointed Assistant Superintendent of Motive Power, Southern Railway (now Southern Region), joined the railway at Eastleigh Works as a pupil of Mr. R. W. Urie in 1923. In 1926 he entered the Locomotive Running Department, and obtained running experience at Bournemouth and Yeovil and in the Isle of Wight. He was appointed Locomotive Foreman in charge at Andover Junction in May, 1929; at Basingstoke in

September, 1929; at Fratton in 1932; and at Bournemouth in 1936. In 1938 Mr. Hoare was made Running Shed Superintendent for the West of England, with headquarters at Exmouth Junction; and in 1942 became Assistant Western Divisional Locomotive Running Superintendent at Woking. In 1945 he was appointed Assistant to Superintendent of Motive Power.

EASTERN AND NORTH-EASTERN REGIONS, RAILWAY EXECUTIVE

The following appointments in the Eastern and North Eastern Regions have been approved:

Mr. J. I. Hill, Assistant to Chief Chemist, as Assistant Chief Chemist, Chief Mechanical Engineer's Department, Doncaster.

Mr. J. Bonham-Carter, Assistant District Passenger Manager, York, as Assistant District Goods Manager, Manchester.

Mr. T. C. B. Miller, Assistant District Locomotive Superintendent, Cambridge, as District Locomotive Superintendent, Stratford.

MESSAGE FROM LONDON TRANSPORT EXECUTIVE

Lord Latham, Chairman of the London Transport Executive, on January 1 issued the following message on behalf of the Executive to all workers of London Transport:

On this the first day of 1948 the passenger transport undertaking known throughout the world as "London Transport" becomes a part of the national system of passenger transport. We now belong to a much larger team, and it is our special responsibility and opportunity to carry into the wider fields of the national undertaking the high traditions inherited from the Board. As a part of this country-wide public service, we shall all be concerned to make our contribution to ensure that nationalisation is a success. At the same time, it will be our endeavour to maintain the personality and to enhance the reputation of the great organisation which we proudly and affectionately know as "London Transport." We served London's travelling millions faithfully in the past. Now let us, within Britain's great new transport system, and despite every present-day difficulty, serve them even better in the days ahead.

WESTERN REGION, RAILWAY EXECUTIVE

Mr. T. H. Hollingsworth (hitherto General & Staff Assistant to Chief Goods Manager, G.W.R.) has been appointed Principal Assistant to Commercial Superintendent, Paddington, in succession to Mr. G. Cornish, Principal Assistant to Chief Goods Manager, G.W.R., who retired on December 31.

Mr. W. M. Hitchcock (hitherto District Goods Manager, Liverpool, G.W.R.) has been appointed General Assistant to Commercial Superintendent, Paddington.

Mr. H. H. Starr (hitherto Road Transport Controller, Chief Goods Manager's Office, G.W.R.) has been appointed District Goods Manager, Paddington, in succession to Mr. H. J. Hoskins, who retired on December 31.

PRESENTATIONS TO MR. C. M.

JENKIN JONES

On December 30, 70 officers of the L.N.E.R. assembled for luncheon to present an antique grandfather clock to Mr. C. M. Jenkin Jones, Divisional General Manager, N.E. Area, L.N.E.R., who retired on December 31. Mr. Paul Gibb (Goods Manager, N.E. Area), who took the chair, made the presentation and Mr. C. P. Hopkins (now Chief Regional Officer, N.E. Region) also spoke. Telegrams from Sir Ralph Wedgwood, Mr. Miles Beevor and Mr. W. H. Johnson were read, as were extracts from letters of good wishes from Messrs. R. Bell, T. F. Cameron, V. M. Barrington-Ward, J. C. L. Train and many others. On December 31 a gift of books was handed to Mr. Jenkin Jones, from his colleagues in the headquarters mess at York, by Mr. E. M. Rutter (Superintendent, N.E. Area); Mr. G. H. Kitson (Chairman, N.E. Area Board) also spoke. On December 31 also a further presentation of books was made, from the staff of the Divisional General Manager's Office, York, by Mr. G. W. Ferguson (Staff Assistant) and Miss L. Pratt and Miss M. Barker (personal staff).

The appointment was announced on December 19 by the L.M.S.R. of Mr. F. E. Bailey, Deputy to Overseas & Continental Assistant, Chief Commercial Manager's Office, Euston, as Assistant (Overseas & Continental), Chief Commercial Manager's Office, Euston, in place of Mr. A. Evans, retired.

MESSAGE FROM N.U.R. ACTING GENERAL SECRETARY

The following message was recently issued by Mr. J. B. Figgins, Acting General Secretary, National Union of Railwaymen:

In all railway circles January 1, 1948, will be chronicled as a historic day. On that day the railway systems in Great Britain will be transferred from private to public ownership. The National Union of Railwaymen, which embraces within its ranks every grade employed in the different sections of the industry, i.e., locomotive, operating, docks, clerical and supervisory, workshop staffs, hotels, etc., with a membership of 460,000, has for decades agitated for the public ownership of the railways and other transport undertakings, and it is naturally proud that its aspirations in this direction have been fully realised. The transition will obviously involve many changes in operation and administration, but the Union is confident that under the new régime the transport system will be operated in a highly efficient manner to the great benefit of the general public, British industry, and those employed in the nationalised transport system. The fullest co-operation between the Railway Executive, the regional officers and the staff is the essential factor towards the accomplishment of this more efficient service, and I can, with confidence, say this co-operation will be readily forthcoming so far as the staff generally are concerned. The Railways Act of 1921, which provided for the grouping of 123 separate railways into four main-line companies, was an important stage in the unification of the railway system, and it will be generally recognised that this grouping produced a higher standard of efficiency in railway operating. I can confidently envisage that the new organisation provided for in the Transport Act of 1947 will produce many further improvements and make the British Railways an example to the rest of the world.

Mr. A. Dalton, Deputy General Manager & Superintendent of the Line, Kenya & Uganda Railways & Harbours, has left England for Nairobi on return from leave.

STATEMENT BY GENERAL SECRETARY,
RAILWAY CLERKS' ASSOCIATION

The following statement, dated January 1, has been issued by Mr. F. Bostock, General Secretary, Railway Clerks' Association:

Ninety thousand members of the R.C.A. hail this day on which British Railways pass to State ownership. For 40 years the R.C.A. has sought this change. Now it seeks the opportunity to play a full part in making British Railways the keystone in the structure of an integrated public transport service. Along with their colleagues of all grades, the railway salaried staff offer a new enthusiasm and great good-will to the management assuming control today. They ask in return to be treated as partners; to be consulted through their elected representatives; to be allowed to share in the great task of planning for our country an efficient and economical transport system. The good-will and co-operation of the staff hold tremendous potentialities if fully harnessed and properly directed. The new management must be aware of that. They now know how it can be secured. R.C.A. members will look hopefully for the first sign. To be effective it must come quickly. Now is the psychological moment to announce that the new transport era will be built upon a new staff relationship—on the concept that management and staff are partners in the task of serving the community.

The New Year Honours List

The following is a selection of honours of transport and industrial interest from the New Year list:

Viscount

The Rt. Hon. John Scott, Baron Hyndley, G.B.E., Chairman, National Coal Board. Lately Controller-General, Ministry of Fuel & Power, and Chairman, Finance Corporation for Industry Limited.

Baron

Colonel the Right Hon. Sir (David) John Colville, G.C.I.E., T.D., Governor of Bombay, 1943-47. Formerly Director, David Colville & Sons Ltd. and other steel and engineering firms.

Privy Councillor

Mr. George Heaton Nicholls, High Commissioner for South Africa in London, 1944-47.

Knights Bachelor

Colonel Eric Gore Browne, D.S.O., O.B.E., T.D., A.D.C., Chairman, Southern Railway Company.

Mr. Philip Bulmer Johnson, President, Engineering & Allied Employers' National Federation.

Mr. Charles Garonne Renold, J.P., Chairman, British Institute of Management.

Dr. Harry Ralph Ricardo, LL.D., F.R.S., Chairman & Technical Director, Ricardo & Co. Ltd., Past-President, Institution of Mechanical Engineers.

K.C.B. (Civil Division)

Sir (Thomas) Gilmour Jenkins, K.B.E., C.B., M.C., Secretary, Ministry of Transport.

G.C.S.I.

His Excellency Sir Frederick John Burrows, G.C.I.E., Governor of Bengal. Former President, N.U.R. C.I.E.

Dr. Herbert John Nichols, Member (Engineering), Railway Board, India. G.C.M.G.

Sir (Crawfurd) Wilfrid Griffin Eady, K.C.B., K.B.E., C.M.G., Second Secretary, H.M. Treasury.

C.M.G.

Brigadier John Chrysostom Barnabas



Mr. Paul Gibb, Goods Manager, N.E. Area (left), and Mr. C. M. Jenkin Jones, Divisional General Manager, N.E. Area, L.N.E.R., with the clock presented to the latter on December 30, on his retirement
(see paragraph above)

Photo:

Courtesy "The Yorkshire Post"

Wakeford, Chief Railway Commissioner, Burma.

C.V.O.

Mr. Sydney Humbert Fisher, Chief Operating Manager, L.M.S.R.

K.B.E. (Civil Division)

Sir William Patrick Spens, O.B.E., Chief Justice of India. Formerly Director, Southern Railway Company.

Sir John Forster, K.C., President, Industrial Court.

C.B.E. (Civil Division)

Mr. Edmund Graham Clark, M.C., M.I.C.E., Secretary, Institution of Civil Engineers.

Mr. Lincoln Evans, General Secretary, Iron & Steel Trades Confederation.

Mr. Walter Harold Casimir Kelland, Chief Engineer, Bengal-Nagpur Railway.

Mr. George Morton. For services as Chief Accountant, L.M.S.R. (now Chief Financial Officer, Railway Executive).

Mr. Herbert Edgar Parkes, Member, Panel of Representatives of Employers, National Arbitration Tribunal. Member, Transport Tribunal.

Mr. Douglas Learoyd Walker, General Secretary, Federation of British Industries.

O.B.E. (Civil Division)

Mr. William James Air, Deputy Railway Commissioner & Secretary, Burma Railway Board.

Mr. Alfred Augustus Brown, Director, Traffic (General), Railway Board, India.

Mr. Rupert Trevlyn Collins, Financial Adviser & Chief Accounts Officer, Bombay, Baroda & Central India Railway.

Mr. Joseph Neild Compton, Chief Controller of Standardisation, Railway Board, India.

Mr. William James Coode, Chief Controller of Railway Priorities, India.

Mr. Eric Martin Egan, Chief Commercial Manager, North Western Railway, India.

Mr. John Turle Evans, Managing Director & Engineer, Trent Navigation Company.

Mr. Thomas Alfred Guest, Mechanical Engineer, Manchester Ship Canal.

Captain Cyril William Archie Gooding Hamley, R.N. (retired), Port Manager, Kenya & Uganda Railways & Harbours.

Mr. Sydney George Hearn, Assistant Superintendent of the Line, Great Western Railway.

Major Geoffrey Herbert Kitson, Chairman, Leeds Savings Committee. Lately Director, L.N.E.R.

Mr. Richard Lucius Dixie Maunsell, Works Manager (now Assistant Chief Mechanical Engineer), Sudan Railways.

Mr. Thomas Haig Moffat, Chairman, St. Andrew's Ambulance Association, Deputy Regional Officer, Scottish Region, Railway Executive.

Mr. William Kennedy Orton, Transportation Manager, Bengal-Nagpur Railway.

Mr. Stanley George Pick, M.C., Chief Traffic Manager, Bombay, Baroda & Central India Railway.

Mr. Sidney Smith, Officiating Chief Operating Superintendent, South Indian Railway.

Mr. Owen Rufus Tucker, Chief Operating Superintendent, East Indian Railway.

Mr. George Herbert Anderson Wood, Director of Railway Audit, India.

M.B.E. (Civil Division)

Mr. Edward Herbert Annett, Superintendent, Walton Training School, North Western Railway, Lahore Cantonment.

Mr. Peter Scott Bennett, Signal Engineer, Oudh Tirhoot Railway.

Mr. Thomas William Brown, Chief of Central Materials Inspection Bureau, Derby, L.M.S.R.

Mr. Oscar Newton Burrows, Junior Mechanical Engineer, North Western Railway, India.

Mr. Francis John Bush, Assistant to the General Manager, Gold Coast Government Railway.

Mr. Ansilin Joseph Cartland, Assistant Signal Engineer, East Indian Railway.

Mr. William Joseph Coaley, Secretary, Main Line Railway Canteens' Association.

Mr. Fergus Reginald Terence Connell, Superintendent, Transportation, Bengal Assam Railway, Calcutta.

Mr. James Davenport, lately District Locomotive Superintendent, Bank Hall, L.M.S.R.

Mr. John Seymour Dowson, Executive Engineer (Surveys), Great Indian Peninsula Railway, Bombay.

Mr. John Shuttleworth Elliott, Assistant Divisional Operating Manager (Motive Power), Crewe, L.M.S.R.

Mr. Herbert George Handley, Assistant

Southern Railway Officers' Tribute to Chairman

On December 29 the officers of the Southern Railway gathered at Waterloo to honour the Chairman of the company, Colonel Eric Gore Browne, and present him with a token of their regard before he left the Southern Railway. The conferment of a knighthood on Colonel Gore Browne has since been announced in the New Year Honours. Those present at Waterloo included:—

Mr. John Elliot (then General Manager, now Chief Southern Regional Officer), Brigadier L. F. S. Dawes (Secretary), Messrs. O. W. Cromwell (Chief Officer for Labour & Establishment), W. J. Sawkins (Chief Accountant), R. M. T. Richards (Traffic Manager), A. E. Hammatt (Commercial Superintendent), R. H. Hacker (Continental Superintendent), V. A. M. Robertson (Chief Civil Engineer), A. Dean (Assistant Chief



Colonel Eric Gore Browne, Chairman (centre, hands folded) with officers of the Southern Railway, at their gathering on December 29 to make him a presentation

Works Manager, Carriage & Wagon Shops, North Western Railway, Moghalpura, India.

Mr. Reginald John Harris, Deputy Transportation Superintendent, Great Indian Peninsula Railway, Bombay.

Mr. Walter James Henton, A.M.Inst.T., District Superintendent (South East), Country Buses & Coaches, L.P.T.B.

Miss Phyllis Hirst, Senior Women's Welfare Supervisor, L.P.T.B.

Mr. Stanley Samuel Hirst, Clerk, Great Western Railway.

Mr. Francis Alexander Holmes, Assistant Chief of Police, Southern Railway.

Mr. Lancelot Willian Ibbotson, District Superintendent, Darlington, L.N.E.R.

Mr. John Alexander Mitchell, Acting Chief Mechanical Engineer, Transport & Harbours Department, British Guiana.

Mr. Horatio Thomas Patrick, lately Travelling Engineer, Newfoundland Government Railway.

Mr. Alan Pickard, Signal Engineer, Great Indian Peninsula Railway.

Mr. William Munro Ross, Staff Assistant to Divisional General Manager, Scottish Area, L.N.E.R.

Mr. Wilfred John Stone, Bridge Engineer, Burma Railways.

Mr. Edward Charles Bexley Thornton, Traction Superintendent, Great Indian Peninsula Railway, Bombay.

Mr. Fred Clement West, Works Manager, Carriage & Wagon, Bengal Assam Railway, Kanchrapara.

Mr. Trevor Vernon Woods, District Traffic Superintendent, Bengal Assam Railway, Calcutta.

Mr. Jack Seymour Ford Yates, District Controller of Stores, North Western Railway, Karachi.

Civil Engineer), O. V. Bulleid (Chief Mechanical Engineer), E. A. W. Turbett (Assistant Chief Mechanical Engineer), C. M. Cock (Chief Electrical Engineer), R. P. Biddle (Docks & Marine Manager), S. E. Clark (Assistant Docks & Marine Manager), A. B. MacLeod (Stores Superintendent), A. Endicott (Estate & Rating Surveyor), W. E. N. Growden (Chief of Police), Dr. L. J. Haydon (Chief Medical Officer), and Mr. H. F. Burt (Solicitor, Common Law).

Mr. Bulleid mentioned the sympathetic backing the Chairman had given to all reasonable demands; Mr. Biddle his encouraging visits to the docks in times of blitz; Mr. Cromwell his personal attendance at staff social functions; Mr. Richards his excellent counsel. Mr. Endicott spoke of his ability to sort out the best from any recommendations.

Brigadier Dawes and Mr. Clark spoke of their personal association (Mr. Clark having been Secretary during the war); and Mr. Robertson referred to the feelings felt for "Our Chairman," as he was known among the 14,000 Engineer's staff. Mr. Sawkins mentioned his great help when he (Mr. Sawkins) had had to prepare figures for the Transport Commission; and Mr. Burt expressed Mr. Smedley's regrets at inability to attend, and conveyed the good wishes of the Solicitor and his staff.

Mr. Elliot said the gift they were presenting, a silver cigarette case, was an extremely inadequate token of the affection they all felt for Colonel Gore Browne.

Colonel Gore Browne expressed his great appreciation of the kindness towards him shown by the Southern officers, and thanked them for their loyal support. He was sure that if the Southern spirit lived on there could be no fear for the future. He suggested a re-union once a year.

January 9, 1948

From Private to State Ownership of Railways

Broadcast by Mr. Alfred Barnes, Minister of Transport

On Thursday, January 1, Mr. Alfred Barnes, Minister of Transport, in a broadcast talk in the B.B.C. Home Service, said that at the previous midnight the principal railways of Great Britain, London Transport, and the greater part of the canal system had passed into public ownership. The vesting of the four main-line railways and more than fifty others in the British Transport Commission was an historic occasion. As the responsible Minister, he could not allow it to pass without paying generous tribute to the great companies which had contributed so much to the social and economic life of the country, and to the generations of railwaymen who have served so faithfully and well. Over a period of more than a century they had built a reputation for service and safety second to none in the world.

The efficient operation of the railways owed much to the responsible attitude which the three railway unions had always shown in their negotiations with the company managements. So much so, that the machinery they had established for the settlement of staff questions and for consultation on operating problems were models of their kind.

The map of Britain was criss-crossed in every direction with roads, railways, and waterways. These communications were the conduit pipes of Britain's industry, the

traffic channels which irrigated the country's trade and agriculture. In 1946 the railways had moved two hundred and sixty-two million tons of freight, and carried one thousand two hundred million passengers. It is an interesting fact that the London Transport system as a whole carried over three times as many passengers as the main-line railways. The total was over four thousand million passengers. Canals had moved over ten million tons of freight.

The maintenance and development of this vast system of communications from now on would be the responsibility of the British Transport Commission. The next step would be the transfer of road haulage undertakings engaged in long-distance transport. Later on, schemes would have to be prepared for the grouping or regrouping of road passenger transport services and trade harbours.

The Commission was taking over the railways at a time when, due to the wear and tear of the war years, their strength was at its lowest ebb. Some six thousand stations were in urgent need of repair or reconstruction, and permanent-way maintenance work was in arrears to the extent of nearly ten million sleepers. The rolling stock position was even more serious. The travelling public was only too well aware of these deficiencies. The Commiss-

sion had a double task. It had to rebuild and to re-organise at the same time.

INSTITUTE OF TRANSPORT: CHANGE OF ADDRESS.—The address of the Institute of Transport now is 80, Portland Place, London, W.1 (telephone: Welbeck 2216; telegrams: Transitute, Wesdo, London).

SPECIAL SESSIONS OF URUGUAY CONGRESS.—It has been decided to hold special sessions of the Uruguay Congress in the period between now and March, which is the usual recess. It is expected, therefore, that it will be possible to obtain sanction for any agreement reached between the Government Commission and representatives of the British-owned railways, who are discussing purchase proposals, at an earlier date than once appeared likely.

DISMANTLING THE BERMUDA RAILWAY.—Reuters reports that on January 2 work began on dismantling the Bermuda Railway. This 22-mile line was taken over from the Bermuda Railway Co. Ltd. by the Government of Bermuda on January 27, 1946 (see our March 22 and June 21, 1946, issues). Restricted use of motor vehicles in the island had been permitted for the first time since the ban of 1908 by the Motorcar Act of 1943. After this expired on December 31, 1945, all restrictions on the use of motor vehicles were withdrawn.

British Transport Commission Posters



On the left is reproduced a poster issued by the British Transport Commission with a message from the Minister of Transport, and on the right a poster issued by the London Transport Executive

British Transport Commission and Executives

The following members and officers of the British Transport Commission and its Executives have so far been announced:—

BRITISH TRANSPORT COMMISSION

Members: Sir Cyril Hurcomb (Chairman); Lord Ashfield; Mr. John Benstead; Lord Rusholme; Sir William Wood. Part-time: Captain Sir Ian Bolton.

Chief Secretary & Legal Adviser's Department

Chief Secretary & Legal Adviser: Mr. Miles Beevor.

Deputy Secretary: Mr. S. B. Taylor.

Assistant Solicitor: Mr. H. A. Chapman. Parliamentary Assistant Solicitor: Mr. W. A. J. Clark.

Solicitor Assistant (Parliamentary): Mr. R. K. Kerr.

Charges Adviser: Mr. A. E. Sewell. Assistant (Road) to Charges Adviser: Mr. S. R. Vigor.

Assistant Secretary (Staff & Establishment): Mr. F. Gilbert.

Senior Secretarial Assistant (Staff & Establishment): Mr. R. Byron-Scott.

Senior Secretarial Assistant (Staff & Establishment): Mr. D. Robertson.

Assistant Secretary (Development & Works): Mr. M. R. Bonavia.

Senior Secretarial Assistant (Development & Works): Mr. L. B. Marson.

Senior Secretarial Assistant: Mr. H. L. Brazier.

Senior Secretarial Assistant: Mr. G. A. V. Hayes.

Comptroller's Department

Comptroller: Mr. R. H. Wilson.

Chief Public Relations & Publicity Officer's Department

Chief Public Relations & Publicity Officer: Mr. J. H. Brebner.

Publicity Officer: Mr. C. Barman.

RAILWAY EXECUTIVE

Members: Sir Eustace Missenden (Chairman); General Sir William Slim; Mr. W. P. Allen; Mr. V. M. Barrington-Ward; Mr. D. Blee; Mr. R. A. Riddles; Mr. J. C. L. Train. Part-time: Mr. C. Nevile and Sir Wilfrid Ayre.

Secretary: Mr. E. G. Marsden.

Chief Financial Officer: Mr. George Morton.

Assistant Chief Financial Officer: Mr. V. Radford.

Legal Adviser & Solicitor: Mr. H. L. Smedley.

Chief Officer (Locomotive Construction & Maintenance): Mr. R. C. Bond.

Chief Officer (Carriage & Wagon Construction & Maintenance): Mr. E. Pugson.

Chief Electrical Engineer: Mr. C. M. Cock.

Executive Officer (Design): Mr. E. S. Cox.

Executive Officer (Road Motor Engineering): Mr. A. E. C. Dent.

Executive Officer (Administrative & Special Duties): Mr. G. S. Hussey.

Chief Officer, Engineering (Works): Mr. A. Dean.

Executive Officer, Engineering (S. & T.): Mr. H. H. Dyer.

Executive Officer, Engineering (Development): Mr. R. C. Rattray.

Chief Officer (Operating, Headquarters): Mr. S. E. Parkhouse.

Chief Officer (Operating, Eastern Group): Mr. E. W. Rostern.

Chief Officer (Motive Power): Mr. H. Rudgard.

Chief Officer (Marine): Mr. O. H. Corble.

Acting Chief Officer (Docks): Mr. H. A. Short.

Chief Officer (Administration): Mr. F. Weller.

Chief Officer (Goods): Mr. J. R. Pike. Executive Officer (Terminals): Mr. A. C. B. Pickford.

Executive Officer (Mineral Traffic): Mr. D. Murray.

Executive Officer (Road Transport): Mr. A. A. Harrison.

Chief Officer (Continental): Mr. R. H. Hacker.

Acting Executive Officer (Refreshment Rooms & Dining Cars, and Hotels Liaison): Mr. E. K. Portman-Dixon.

Chief Officer (Stores): Mr. A. W. Norman.

Chief Estate & Rating Surveyor: Mr. A. Endicott.

Chief Officer (Staff & Establishment): Mr. H. Adams Clarke.

Chief Officer (New Works): Mr. J. Ness.

Chief Officer (Administration): Mr. J. L. Harrington.

Chief Officer (Administration): Mr. A. J. Pearson.

London Midland Region

Chief Regional Officer: Mr. G. L. Darbyshire.

Deputy Regional Officer: Mr. T. W. Royle.

Western Region

Chief Regional Officer: Mr. K. W. C. Grand.

Assistant Chief Regional Officer: Mr. H. H. Phillips.

Southern Region

Chief Regional Officer: Mr. John Elliot.

Deputy Chief Regional Officer: Mr. R. M. T. Richards.

Eastern Region

Chief Regional Officer: Mr. C. K. Bird.

Assistant Chief Regional Officer: Mr. A. E. H. Brown.

North Eastern Region

Chief Regional Officer: Mr. C. P. Hopkins.

Assistant Chief Regional Officer: Mr. S. A. Finnis.

Scottish Region

Chief Regional Officer: Mr. T. F. Cameron.

Deputy Regional Officer: Mr. T. H. Moffat.

Operating Superintendent: Mr. H. G. Sayers.

Assistant Operating Superintendent: Mr. J. N. Phillipps.

Motive Power Superintendent: Mr. R. F. Harvey.

Assistant Motive Power Superintendent: Mr. E. D. Trask.

Commercial Superintendent: Mr. W. Yeaman.

Assistant Commercial Superintendent: Mr. E. W. Arkle.

Assistant Commercial Superintendent: Mr. L. E. Marr.

Civil Engineer: Mr. W. Y. Sandeman.

Assistant Civil Engineer: Mr. I. R. Frazer.

Signals & Telecommunications Engineer: Mr. W. Bryson.

Assistant Signals & Telecommunications Engineer: Mr. A. F. Wigram.

Mechanical & Electrical Engineer: Mr. G. S. Bellamy.

Assistant Mechanical & Electrical Engineer: Mr. J. Blair.

Regional Staff Officer: Mr. R. Simpson.

Accountant: Mr. J. G. Dunlop.

Treasurer: Mr. J. Hastie.

Solicitor: Mr. M. Wallace.

Stores Superintendent: Mr. A. J. Allenby.

Estate & Rating Surveyor: Mr. E. C. Dewick.

Assistant Estate & Rating Surveyor: Mr. R. M. Scott.

Marine Superintendent: Captain H. J. Perry.

Assistant Marine Superintendent: Mr. R. D. Kerr.

Medical Officer: Dr. T. C. D. Watt.

Chief of Police: Mr. C. E. Beynon.

Assistant Chief of Police: Mr. W. Charlton.

Advertising Officer: Mr. J. B. Dunlop.

Public Relations Officer: Mr. H. H. McHunter.

LONDON TRANSPORT EXECUTIVE

Members: Lord Latham (Chairman); Mr. John Cliff; Mr. A. H. Grainger; Mr. L. C. Hawkins; Mr. A. B. B. Valentine.

Part-time: Sir Richard Burbidge, Sir Edward Hardy, and Mr. T. E. Williams.

Secretary: Mr. C. G. Page.

Assistant Secretary: Mr. H. S. Chapman.

DOCKS & INLAND WATERWAYS EXECUTIVE

Members: Sir Reginald Hill (Chairman); Mr. Robert Davidson; Mr. John Donovan; Sir Robert Letch. Part-time: Mr. George Cadbury, Sir Hector McNeill, and Sir Ernest Murrant.

Area Waterways Managers

Northern: Mr. H. B. Emley; North

Western: Mr. C. M. Marsh; Eastern: Mr.

J. T. Evans; Western: Mr. A. C. Lisle;

Southern: Mr. C. Saywood.

Questions in Parliament

Railway Timetables

Mr. F. J. Erroll (Altrincham & Sale—C.) on December 15 asked the Minister of Transport, in view of the chronic lateness of main-line passenger trains on British railways, what steps were being taken to revise the timetables, so as to provide a truthful indication of arrival times.

Mr. Alfred Barnes (Minister of Transport), in a written answer, stated: As 63 per cent. of express passenger trains are either on time or less than 10 minutes late, and as causes of delay are neither constant nor predictable, a general revision of timetables would not be justified.

Transferred Railway Employees

Mr. David Jones (The Hartlepools—Lab.) on December 15 asked the Minister of Transport whether he was aware that numbers of trainmen in the North-Eastern area, having been transferred to depots up to 20 miles from their homes, were experiencing difficulty in finding homes near the new stations, and consequently were having to travel to and fro each day, upwards of 20 miles; and what steps he proposed to take to ensure such men priority for housing at their new stations.

Mr. Alfred Barnes stated in a written answer: Yes, but it is difficult to give railwaymen priority over others whose claims are equally strong.

Railway Wagon Repairs

Lt.-Colonel Granville Sharp (Spenn Valley—Lab.) on December 15 asked the Minister of Transport what was the approximate number of railway wagons now awaiting repair; what proportion of those required major repairs; what was the approximate rental charge involved; whose responsibility it was to ensure that repairs were effected without unnecessary delay; and what prospects there were of reducing that number of idle wagons by the end of 1947.

Mr. Alfred Barnes, in a written answer, stated: The number of rail-owned and requisitioned wagons under and awaiting repair on November 22 was 182,082. About half required major repairs. The

figure should fall to 160,000 by the end of the year. Owners of requisitioned wagons are paid from 3s. to 15s. per week according to type and age. The railways are responsible for maintaining their own fleet; they also assist in the repair of requisitioned stock, for which my department is primarily responsible until the British Transport Commission takes over on January 1 next.

Sleeping Berths

Mr. R. R. Stokes (Ipswich—Lab.) on December 18 asked the Minister of Transport how many first class sleeping berths for the week ended December 6 had been occupied by senior Civil Servants; and how many by business and professional men travelling in the interests of the Government.

Mr. Alfred Barnes, in a written answer, stated: During the week ended December 6, 92 first class sleeping berths were reserved for senior Civil Servants and 429 for business and professional men sponsored by Government departments.

London—Stranraer Train Service

Major S. G. Haughton (Antrim—C.) on December 19 asked the Minister of Transport how often the 10 p.m. train from Stranraer to London had been late since September 1, 1947; and how often the 6.30 p.m. for Euston connecting with Belfast via steamer had been late in arriving at the York Road terminus during the same period; and if, in fairness to the public, he would revise the timetable in accordance with experience and a reasonable expectation of the time of arrival henceforth.

Mr. Alfred Barnes (Minister of Transport) in a written answer stated: Since September 1, both trains have always arrived late, and the company is considering an alteration in their timings to take account of the present difficult running conditions.

Highland and Continental Travel

Mr. W. Gallacher (West Fife—Comm.) on December 18 asked the Minister of Transport what was the third class return fare, including sleeping berths each way, between London and Inverness and London and Fort William and those between Paris, Brussels and Geneva; and what action he proposed to take to bring a holiday in the Highlands next summer within the means of the working class.

Mr. Alfred Barnes stated in a written answer: The fares from London are as follow:

Destination		Distance from London (miles)	3rd class monthly return £ s. d.
Fort William	...	561	7 0 5
Inverness	...	568	7 2 10
			3rd class continental return
Paris	via Calais	288	7 17 4
	via Dunkirk	319	7 3 0
	via Dieppe	235	6 11 8
	via Le Havre	341	7 6 8
Brussels	via Calais	243	6 17 5
	via Ostend	226	5 18 7
Geneva	via Calais	673	13 16 8
	via Dunkirk	704	13 2 10
	via Dieppe	620	12 11 4
	via Le Havre	726	13 6 6

The cost of a third class sleeping berth between London and Fort William or Inverness (not included in the above figures) is 1ls. 8d. each way. There are no third class sleepers between London and the places on the Continent.

Any adjustment of railway fares from January 1, 1948, will be a matter for the British Transport Commission.

Transport Stock Exchange Terms

On January 2 the following notice, showing terms of exchange of railway and canal securities into the new British Transport 3 per cent. guaranteed stock, 1978-88, was issued by the British Transport Commission:

Holders of the securities specified in column 1 of the subjoined schedule became instead on January 1, 1948, holders of British Transport 3 per cent. guaranteed stock, 1978-1988 (issued at par and redeemable at par) calculated in accordance with the rates mentioned in Column 2 of the schedule.

Pending the issue of new stock certificates, the amount of the said British Transport stock arising from holdings of the old securities will be ascertainable from the income tax vouchers for the interest payments due July 1, 1948, but in the meantime holders who wish to ascertain such amount can calculate it from the rates shown in the schedule. The calculation must be made by reference to the total nominal value of all the certificates of a particular holding of a particular old security. If the calculation results in a fraction of one penny, the fraction should be ignored. Certificates should not be valued separately or a fraction of one penny arising from one class of old security added to that from another.

SCHEDULE

	New stock equivalent of old security per £1 nominal £ s. d.
Southern Railway—	
4 per cent. debenture	1 5 7
5 per cent. debenture	1 7 10
4 per cent. redeemable debenture (1962-67)	1 2 8
4 per cent. redeemable debenture (1970-80)	1 3 0
5 per cent. guaranteed preference	1 7 4
5 per cent. redeemable guaranteed preference (1957)	1 3 0
5 per cent. preference	1 4 10
5 per cent. redeemable preference (1964)	1 3 0
Preferred ordinary	1 0 5 5
Deferred ordinary	0 4 9
Great Western Railway—	
2½ per cent. debenture	0 19 1
4 per cent. debenture	1 5 7
4½ per cent. debenture	1 5 8
4½ per cent. debenture	1 6 0
5 per cent. debenture	1 8 5
5 per cent. rent charge	1 7 11
5 per cent. consolidated guaranteed	1 7 4
5 per cent. consolidated preference	1 5 0
5 per cent. redeemable preference (1950)	1 1 3
Consolidated ordinary	0 11 9
London Midland & Scottish Railway—	
4 per cent. debenture	1 3 8
5 per cent. redeemable debenture (1952)	1 1 9
4 per cent. guaranteed	1 1 7
4 per cent. preference	0 17 1
5 per cent. redeemable preference (1955)	1 1 1
4 per cent. preference (1923)	0 12 6
Ordinary	0 5 10
London & North Eastern Railway—	
3 per cent. debenture	1 0 7
4 per cent. debenture	1 3 8
4½ per cent. sinking fund debenture	1 1 6
4 per cent. first guaranteed	1 1 4
4 per cent. second guaranteed	1 0 1
4 per cent. first preference	0 11 7
5 per cent. redeemable preference (1955)	1 0 8
4 per cent. second preference	0 5 10
5 per cent. preferred ordinary	0 1 5
Deferred ordinary	0 0 8
London Passenger Transport Board—	
London Transport 4 per cent. "A" (1985-2023)	1 6 7
London Transport 5 per cent. "A" (1985-2023)	1 8 5
London Transport 5 per cent. "B" (1965-2023)	1 5 7
London Transport "C" (1956 or thereafter)	0 13 5
Great Central & Midland Joint Committee (Lessors)—	
Great Central & Midland 3½ per cent guaranteed	1 0 3
Great Western & Great Central Railways Joint Committee (Lessors)—	
Great Western & Great Central 3½ per cent. guaranteed	1 0 6

Midland & Great Northern Railways Joint Committee				
3 per cent. Midland & Great Northern Joint Line rent charge	0 17 7	1 5		
Whitechapel & Bow Railway—	1 2 6			
4 per cent. debenture	1 2 5	1 4		
Birkenhead Railway	1 4 10	4 5		
4½ per cent. perpetual preference	1 2 5	1 4		
Shrewsbury & Hereford Railway—	1 11 10	4 5		
6 per cent. rent charge	1 11 10	4 5		
Great Western Bristol & Exeter & South Devon Railway Companies—	1 3 1	1 5		
4½ per cent. Joint rent charge	1 3 1	1 5		
Forth Bridge Railway—	1 1 9	3 5		
Debenture	1 0 11	7 10		
Ordinary	1 0 11	7 10		
Mersey Railway—				
4 per cent. new first perpetual debenture	1 3 4	1 5		
4 per cent. perpetual debenture (Act 1866)	1 3 3	9 10		
3 per cent. perpetual debenture (Act 1871)	0 19 4	4 5		
3 per cent. perpetual debenture (Act 1882-3-5)	0 19 4	4 5		
3 per cent. perpetual "B" debenture	0 19 4	4 5		
3 per cent. perpetual preference	0 15 2	2 5		
Consolidated ordinary	0 7 3	3 10		
Sheffield & South Yorkshire Navigation—				
4½ per cent. preference	2 4 0	per £1 nominal		

Company of Proprietors of the Birmingham Canal Navigations—				
Consolidated	1 0 9			
Grand Union Canal Company—				
3 per cent. perpetual debenture	0 17 6			
5½ per cent. perpetual debenture	1 2 4	1 2		
4 per cent. Grand Union Canal Development Loan No. I debenture (redeemable 1953)	1 0 5			
Capital (ordinary)	0 4 3			
Leeds & Liverpool Canal Company—				
3½ per cent. debenture	0 15 10	4 5		
Consolidated ordinary	0 2 8	1 4		
Lee Conservancy Board—				
4 per cent. debenture	1 3 6			
Sharpness Docks & Gloucester & Birmingham Navigation Company—				
4 per cent. debenture	0 19 3	3 5		

Holders of London Transport 3 per cent. guaranteed stock, 1967-1972, and the Lee Conservancy Board 3½ per cent. mortgage loan became instead on January 1, 1948, the holders of British Transport 3 per cent. guaranteed stock, 1967-1972 (redeemable at par) and British Transport 3½ per cent. guaranteed stock, 1952 (redeemable at par), respectively, the amount of each holding being calculated at the rate of £1 nominal of new stock for each £1 nominal of the old security.

LIVERPOOL OVERHEAD RAILWAY.—Gross receipts for the period from January 1 to December 28, 1947, were £145,059, a decrease of £8,347. There was a decrease of £117 in traffics for the week ended December 28, 1947, which amounted to £1,926.

BARSI LIGHT RAILWAY CO. LTD.—Speaking at the ordinary general meeting of the Barsi Light Railway Co. Ltd. in London recently, the Chairman, Sir E. A. S. Bell, said that in the year covered by the report the railway carried about half-a-million more passengers. The goods tonnage, however, declined by 7,500 tons, and the average haul was shorter. Their reserve account had gone up by practically £65,000 as a result of the sale of the Latur extension, representing an increase of some £105,000 in their investments, less a decrease of £50,000 or so in their cash resources. Gross earnings showed a drop of Rs. 50,000. Working expenses were higher by nearly Rs. 3 lakhs, and he feared they would be still higher during the current year, as there seemed to be no limit to the demands for higher wages or to the cost of materials. The Chairman reminded stockholders that the Government of India had the option of purchasing the line on December 31, 1948; to do so it would have to give notice by December 31, 1947.

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Ministry of Transport Accident Report

At Burton Agnes Level Crossing, L.N.E.R.; September 17, 1947

Lt.-Colonel E. Woodhouse inquired into the accident which occurred at about 6.42 a.m. on September 17, 1947, at the level crossing at Burton Agnes Station, L.N.E.R., when the 5.55 a.m. passenger train, Hull to Bridlington, travelling under clear signals and approaching at about 55 m.p.h., demolished an Army lorry, carrying 26 German prisoners of war from No. 250 P.O.W. camp. The lorry had broken through the gates and stopped on the line. Two British non-commissioned officers and 7 prisoners were killed, 3 more prisoners were fatally injured, while 7 were seriously and 9 not seriously injured. There was no damage of importance to the engine or train, and the train crew and passengers were unharmed. The accident occurred at sunrise. The weather was fine and clear.

The crossing lies between the staggered platforms and has the usual interlocked equipment. The signalman has an excellent view along the road in the direction from which the lorry came as far as a bend about 150 yd. away. There is an easily visible "Gated Level Crossing" sign part way round this easy left-hand bend, 202 yd. from the gates, at a point where they cannot be seen. The first glimpse of them, at 130 yd., is obtainable over a post and rail fence while still rounding the bend. Thereafter the road is straight and the gates, when across it, become clearly visible at 105 yd.

Gradients are negligible. In the direction from which the train approached, to the right of the road, the view is rather obstructed by trees, and on entering the straight stretch the line is visible here and there between trees up to a range of about half a mile, but near the gates visibility is poorer. Only one of the four gates was smashed, the left-hand one as seen from the lorry.

CONDITION OF LORRY

The lorry, a Bedford three-tonner with canvas covered body and 27.9-h.p. engine, weighing 2½ tons unloaded, was completely wrecked, the body being crushed against a building and wall. It had Lockheed hydraulic and vacuum servo brakes actuating a single set of brake shoes in each of the four brake drums. The vacuum storage reservoir suffices for 25 brake applications after the engine has stopped. The Lockheed master cylinder is worked directly by the brake pedal, also connected to the Dewandre vacuum servo apparatus from which front and rear brake shoes are actuated by mechanical linkage, giving security against failure of either equipment.

The lorry had been overhauled at York the day before, tested on arrival, and found to need only adjustment to the hand brake and repairs to the silencer. No defects had been reported by the unit in whose charge it was. The job card showed it to be in good condition and properly maintained.

Examination after the accident of such parts as enabled an opinion on their condition to be formed, confirmed that the brake apparatus was in order.

THE COURSE OF EVENTS

The lorry was making its third run to the station, and a staff sergeant was driving, although a prisoner was the authorised driver allocated to the lorry. Both men, together with an escorting sergeant with them in the cab, were killed. The Transport Officer of the camp explained

that the staff sergeant had no authority to drive the lorry, and there was no reason why he should have been doing so. He had a military licence to drive motorcycles only, and the officer had never heard of him driving a lorry previously. One of the prisoners said, however, that he had known him do so occasionally.

Evidence was given that the staff sergeant had gone to the station on each of the three trips, and drove back to the camp, after the second journey. It was also stated that he drove unusually fast on the third trip, throwing the prisoners about at the bends in such a way as to cause comment. No braking sensation was noticed just before the accident. A soldier and a prisoner at the station watched the lorry approaching, unexpectedly fast, and said it hardly slowed down at all and hit the gates at 15 to 20 m.p.h. Four persons remembered hearing the engine racing at the last moment, as if the driver was changing into a lower gear.

A motorcyclist, waiting at the crossing, did not see or hear the lorry approach. His attention was first drawn to it by the sound of the engine racing as it passed on his near side and forced the gates. He could remember no skidding or sound of brake application. The lorry was struck immediately it stopped foul of the track. Evidence given by the railway staff confirmed this.

The driver of the train first saw the lorry at about 60 yd., when it was breaking

through the gates, and had no opportunity of checking his speed in time.

INSPECTING OFFICER'S CONCLUSION

There can be no criticism of the railway arrangements at the crossing, and the accident, which might well have had more serious consequences, if the couplings had not held and the derailment of the leading van had been followed by that of the coaches, was due to careless handling of the lorry by an unauthorised and apparently inexperienced driver, the staff sergeant.

Colonel Woodhouse was informed that the arrangement and spacing of the control pedals of the Bedford three-tonner are such that if a driver is unfamiliar with the vehicle, it is easy for his right foot to slip from the brake pedal to the accelerator close alongside, or for him to apply the brake and depress the accelerator at the same time. This might account for the racing of the engine at the last moment, especially if the engine were de-clutched at the same time, an instinctive action on the driver's part.

Although the driver's seat is movable it takes a little time to adjust it. It transpired that the staff sergeant was some inches taller than the prisoner who ought to have been driving, and an uncomfortable or inconvenient driving position might make slipping from one pedal to the other more likely.

As this explanation accords with the established facts, Colonel Woodhouse entirely agrees with it, and records his appreciation of the assistance given to him by Headquarters, Northern Command, and military witnesses.

Institute of Transport : Council's Annual Report

In the course of the report of the Council of the Institute of Transport for the year ended September 30, 1947, it is stated that not only was there a continued upward trend in total membership figures, but also a marked rise in the rate of increase. There were on the roll at September 30, 1947, 2,468 corporate members and 5,182 non-corporate members, a total of 7,650, compared with 6,911 at September 30, 1946.

A small balance of income over expenditure is reported. Increased expenditure has been inevitable, it is stated, not only because of rising costs, but also because of the expansion of the Institute's work; in addition, the Council had to meet the ground rent of premises which it was unable to occupy. Income has been based on subscriptions which were considered moderate in 1939; the subscription income has been increased, but by substantial additions to the membership at the lower subscription rates, and this has increased expenses disproportionately. The general financial position of the Institute continues to be satisfactory, but it may be necessary in the future, it is stated, to consider raising subscription rates.

The Chairmen of the three Centres abroad visited headquarters during the year. On April 18, 1947, the Chairman of the South Africa Centre presented a Loyal Address to the King, at Kimberley, on the occasion of the Royal Tour.

The warmest thanks of the Council are tendered to the officers and committees of the Centres abroad, Sections, Sub-Sections, Groups and Graduate & Student Societies, and to the Honorary Corresponding Members, for their valued services to the Institute during the past year.

In recognition of outstanding services rendered to the Institute, the Council had pleasure in directing that Honorary Membership of the Institute should be conferred on Mr. Robert Bell, C.B.E.

During the year H.M. the King conferred honours on 21 members of the Institute.

The main-line railway companies, as an acknowledgment of their indebtedness to Mr. Robert Bell, C.B.E., M.Inst.T., for the notable record made by him, at their request, of the companies' contribution to the British war effort, published in a book entitled "History of the British Railways during the War, 1939-1945," offered to the Institute the sum of one thousand guineas to enable the Council to select from time to time a suitable person to visit the United States or some other country to study rail transport. The Council had pleasure in accepting this offer, and "The Robert Bell Travelling Scholarship" has been set up under a trust deed.

BRITISH STANDARD FOR FUEL OILS FOR BURNERS.—This British Standard (B.S. 742) supplements B.S. 209, "Fuels for Oil Engines." Copies of the new standard may be obtained from the Sales Department, British Standards Institution, 24, Victoria Street, London, S.W.1, price 6s. post free.

STAINLESS-STEEL COACH ON "FLYING SCOTSMAN."—The stainless-steel prototype composite coach, *Silver Princess*, built in the U.S.A. by the Budd Company for the Pressed Steel Co. Ltd., of Cowley, Oxford, went into public service with the "Flying Scotsman" express on January 1. An illustrated description of the vehicle appeared in our November 21, 1947, issue.

January 9, 1948

Importance of Inland Transport to our Economy*

Concise lecture by Mr. M. R. Bonavia on present transport difficulties, and the immediate necessity of overcoming them

Before the war the tendency undoubtedly was for public transport to remain more or less static, but for private transport to expand. The impact of the war on the transport industry was in some respects different from its impact upon other industries. In the first place, transport is a service and cannot be stored, and therefore there were no stocks to be drawn on to act as a buffer and soften the effect of the changeover. Transport had in general to provide a much larger volume of service with a much smaller degree of maintenance. Most significant was the reversal of the pre-war tendency for private transport to expand; the public transport agencies had to carry the chief burden of war-time traffic. However, whilst there were no stocks of transport itself which could be drawn on, there were reserves of another kind—the reserves of strength and durability embodied in the physical structures and in the vehicles of the transport industry. The railways carried on for years with inadequate maintenance, the cumulative effects of which were largely concealed until after the war.

With the canals, the problem is not perhaps a very formidable one so far as restoration to 1939 conditions is concerned. A very different question arises, however, if it is intended to reconstruct the canal system and to enable it to handle economically a much larger volume of traffic. The part the canals can play can at best be no more than a minor supporting role.

The general summary of the road transport position is that maintenance of the roads is below pre-war standards, and no arrears of maintenance are being overtaken. The replacement of vehicles has, however, been recently at a rate sufficient to overtake arrears—at any rate until the new programme for reduction in capital expenditure.

The last Chancellor of the Exchequer described the railways as "a poor bag of assets." On the other side, railway chairmen have maintained that, through the sacrifice of the railway shareholders during the lean years of the 1930's, the railways were maintained in a state of high efficiency and represented a magnificent weapon of war on the industrial front. On the whole, I think that the passenger was better served in 1939 than he ever had been before in the history of British railways.

I turn now to the effect of the war on the physical condition of the track and rolling stock. Permanent way maintenance arrears have had a cumulative effect, and are responsible for the present serious position, in which about two years' arrears of laying of sleepers and about 2½ years of rail renewals have to be overtaken. Taking the locomotive stock of the country at about 20,000, the intake should be around 600 per annum; from 1940 to 1944 inclusive, it only averaged about 220. In the five years to 1939, about 2,600 coaching vehicles a year were being taken into the railway stock. From 1940 to 1944 less than a sixth of this number was built each year. As late as the beginning of 1943 on the four main line companies the number of their own wagons

and also of the private owners' wagons which were under and awaiting repair was just over 4 per cent. of the total stock. But by the beginning of November, 1947, it had risen as high as almost 16 per cent., and the total number of wagons thus immobilised had reached the really shocking figure of nearly 194,000.

The summary of the railway position is that maintenance is attaining pre-war levels slowly, but no arrears are being overtaken.

The Transport Act is essentially a long-term measure intended to deal with such questions as the co-ordination of road and rail freight services, and the supply of capital for new developments and the modernisation of equipment, and is not a short-term measure for tackling the aftermath of war and the arrears of maintenance.

Pullman Car Co. Ltd.

The annual general meeting of the Pullman Car Co. Ltd. was held in London on December 10, 1947, Mr. Stanley Adams, Chairman of the company, presiding.

The Chairman, in moving the adoption of the report and accounts, said he was happy to report that the compensation agreements under which the company received substantial payments for the frustration of its contracts had been cancelled satisfactorily. Funds made available under these agreements were held specifically for renewal and replacement of rolling stock. The cancellation of these intricate and complicated documents involved long and difficult negotiations, and he was happy to acknowledge the patience and understanding shown by the officials of the Ministry of Transport and the officers of the railway companies.

The profit and loss account showed that gross earnings constituted a record for all time. The number of passengers carried totalled over 1,000,000 and over 500,000 main meals were served. Owing to greatly increased costs, they would in future have to set aside a larger sum under the heading of maintenance and other expenses. The results had influenced the directors to pay off as much as possible of the arrears of interest on the income stock.

The "Devon Belle," an entirely new service, was inaugurated during the summer and was an instant success, and carried upwards of 40,000 passengers. They were told repeatedly that their "Golden Arrow" service created a lasting impression on travellers as they entered and left this country, and the same could be said about their Atlantic Pullman services. There was no doubt that these ambassadorial trains, as they liked to call them, manned by a smartly turned-out, willing and courteous staff were a splendid advertisement for Great Britain and also evidence of the efficient management of the company.

Their company had not been nationalised, and he hoped they could now look on the company as having found a niche in the newly constituted transport system of the country. They would do all they could to merit the confidence that had been shown by the Ministry of Transport in their undertaking by maintaining and improving their services and their rolling stock as much as conditions would permit.

In conclusion, the Chairman offered the

It is a commonplace that Governments are often rather vague as to the distinction between expenditure on capital account and current expenditure. Something of this vagueness hovers around the Government White Paper on "Capital Investment in 1948." The railways want about 3,000 carriages in 1948, but are allotted only 1,000, apparently on the grounds that carriages are a luxury. The transport system serves the national economy as a whole and must be maintained as a whole. You cannot let a part of it run down without the whole suffering. The transport system must be maintained as well as available resources permit. The difficulty is that for so long we have gone on eating into our transport capital without apparent disaster that we cannot realise just how close to the bone we have got. A higher place than schools or even houses must be given to the restoration of the tools of production to full efficiency; and among those tools transport is pre-eminent. Its efficiency or inefficiency pervades the whole industrial structure.

congratulations of the meeting and of the company as a whole to Sir Eustace Mis-senden on his appointment as Chairman of the Railway Executive.

The report and accounts were adopted.

RECENT L.M.S.R. CONTRACTS.—The following contracts were placed by the L.M.S.R. in December:—

Leonard Fairclough Limited, Adlington, Lancs: for rebuilding in mass concrete a gap in the retaining wall flanking the Trent & Mersey Canal at Stoke-on-Trent Goods Yard; for dredging the Shropshire Union Canal near Woodseaves Cutting, Goldstone; for the provision of a boiler house at Rose Grove Motive Power Depot, Accrington, in connection with fuelling facilities for oil-burning locomotives; and for the construction of foundations for a 70-ft. turntable and two water cranes at Shrewsbury Motive Power Depot.

Holloway Bros. (London) Ltd., Millbank, London, S.W.1.: for repairs to the landing stage at Tilbury Docks.

A. Bullock, Stoke-on-Trent: for the repair of platform surfaces at various stations in the Stoke district.

Joshua Henshaw & Sons Ltd., Liverpool: for repairs and renewal of engine pits, paving, and drainage at Edge Hill Motive Power Depot, Liverpool.

DIESEL BUS WITH FLUORESCENT LIGHTING.—The first complete installation of fluorescent lighting in a double-decker diesel bus in this country was placed in service by the Nottingham Transport Department on the occasion of its golden jubilee. The installation was supplied by the General Electric Co. Ltd. and C.A.V. Limited jointly. The average illumination is more than 12 lumens per sq. ft., i.e. between two and three times that usually obtained, and current for lighting is derived from a normal 24-V. vehicle battery through a small C.A.V. rotary converter which gives 3-phase a.c. power at about 100 V. 400 cycles. The auxiliary gear has been made as small as possible and is fixed behind each fitting. There are 23 specially designed G.E.C. fluorescent fittings, each totally enclosed by a reeded Perspex diffusing cover with opal ends, and carrying a 15-W. Osram warm-white fluorescent lamp. The circuit permits almost instant starting and practically constant light output in spite of the variations which inevitably occur in the supply frequency and voltage.

* Abstracted from "Inland Transport," by Mr. M. R. Bonavia, on December 16, in a course of lectures on "The Industrial Future of Great Britain," arranged by the University of London and the Institute of Bankers.

Notes and News

Executive Engineer Required.—An executive engineer is required by the Iraqi State Railways for three years in the first instance. Candidates should be corporate members of the Institution of Civil Engineers, or hold a civil engineering degree, and must have had railway engineering experience. See Official Notices on page 63.

Senior and Junior Civil Engineering Technical Assistants Required.—Senior and junior civil engineering technical assistants are required for work in London. Applicants must be experienced in design and able to undertake surveys and the preparation of detailed working drawings, calculations, estimates, and specifications. See Official Notices on page 63.

Locomotive Draughtsman Required.—A locomotive draughtsman, between 25 and 39 years of age, is required by the Sudan Railways for service in the Sudan. Applicants should have had good workshop and drawing office training and experience in steam locomotive design. Any knowledge of diesel traction and carriage and wagon practice would be an advantage. See Official Notices on page 63.

South Turkish Railways Nationalised.—On January 2, Reuters reports from Ankara, the Turkish Government took over the South Turkish Railways, which was the last privately-owned line in the country. This was the former Bozanti-Aleppo-Nissibin Railway. Since July 1, 1933, the section coming within the borders of Turkey—namely Choban Bey to Nissibin, and the branch from Derbessie to Mardin—had been operated by the South Turkish Railways Company. These amounted to 253 route-miles, all of standard gauge.

Children's Poster Unveiled at Waterloo.—A decorated children's poster, drawn by Elizabeth Skottowe, was unveiled by the Bertram Mills Circus Clown "Huxter" on the concourse at Waterloo Station, Southern Railway, on December 16. "Huxter" had with him one of the trained Shetland ponies from the circus at Olympia. The poster gave a list of the pantomimes, circuses, and exhibitions which could be visited in London at Christmas. On the poster were coloured drawings typifying the Zoo, pantomimes, circuses, museums, and other places of interest to children on their Christmas holidays. It was exhibited at the principal stations in or near London. The ceremony was attended by 40 children from the Southern Railway Orphanage, Woking.

Transport Tribunal.—Notice has been given that the Court of the Transport Tribunal will sit on January 27, February 24, March 23, April 20, May 25, June 22, July 20, October 19, November 23, and December 21, 1948, to hear applications as to the granting of new or the reduction of existing exceptional rates for which the consent of the Tribunal is required, and applications to the Tribunal for new exceptional rates or for the reduction of exceptional rates. Notice is also given that the Court will sit on the following dates:—February 3, April 27, July 27, and October 26, 1948, to hear applications to determine any questions as to the alteration of the classification of merchandise, or the alteration of the classification of any article, or the classification of any article not at the time classified, or any question as to the class in which any

article is classified, and applications as to the reductions to be made from the standard charges where damageable merchandise is carried under owner's risk conditions. Printed copies of the procedure to be followed in any of the above-mentioned applications may be obtained from the office of the Transport Tribunal, Wellington House, 125 to 130, Strand, London, W.C.2.

Cafeteria at Liverpool Street Station.—The first cafeteria to be installed on a British railway station was opened by the Hon. Eric B. Butler-Henderson for the L.N.E.R. at Liverpool Street, East Side, on December 31; intercommunicating with the cafeteria are a bar, and a lunch and snack bar. The cafeteria counter is comprised of mobile units either 2 ft. or 4 ft. long, each of which is devised for a special function in the cafeteria service of a meal. This arrangement of the counter may be varied at will; the hot service units may be exchanged for cold service units in

Villa Maria & Rufino Railways, said at the meetings of those companies on December 17 that every effort was being made to expedite the sale transaction, and they had every reason to believe that it would be carried through.

Return of Wagons to Germany.—Seven European countries agreed recently to return 15,163 railway wagons to Germany for re-loading, in reply to a joint Anglo-American announcement that the combined zones would ban international rail transit through Germany unless the missing wagons were returned. Austria, Italy, Belgium, Luxembourg, the Netherlands, Czechoslovakia, and the French zone of Germany were all stated to have received wagons and failed to return them.

Alfred Herbert Machine Tools Exhibition.—An exhibition of some of the machine tools and equipment made by Alfred Herbert Limited, and those which the company sells as dealers, will be held from 10 a.m. to 5.30 p.m. daily from Janu-



Interior of the new cafeteria at Liverpool Street Station

winter, and the cold service units for hot service units in summer. All the units are easily removable for cleaning. The rooms are air conditioned, and are decorated mainly in wood veneers, giving an attractive light appearance, together with durability. On display was the L.N.E.R.'s answer to the problem of serving good tea where the trade is continuous, but alternating between a very high demand and a steady demand. The tea set which has been evolved will make it possible to serve an individually made pot of tea to each person instead of the previous bulk making of tea and service in cups. Individual pots will be of two sizes, and will hold one or two cups respectively. The price will be 3d. per cup, as at present.

Argentine Railway Meetings.—Formal meetings of the British-owned Argentine railways were held in London during the third week in December, the ordinary general meeting being adjourned *sine die* as reported in our December 12 issue. At the meeting of the Central Argentine Railway Limited, which was held on December 17, the Chairman, Lord Forres, said that he had been assured by Sir Montague Eddy, who was in Argentina, that there was no need to doubt that the sale agreement between the companies and the Argentine Government would be ratified, although no date could be given as to when this would take place. Mr. J. A. Goudge, Chairman of the Buenos Ayres & Pacific, Argentine Great Western, and

ary 26 to February 6, at the company's London Office, 70, Vauxhall Bridge Road, London, S.W.1. The exhibits will include lathes, milling machines, and grinders; and also a range of small tools, including Coventry dieheads and dies, Ardoyl tipped tools, Landis dieheads, Herbert ground thread taps, and Herbert ground thread rolling dies. A comprehensive range of modern measuring equipment also will be demonstrated.

Institute of Transport Graduate & Student Society at Bolton.—The graduates and students of the Institute of Transport at Bolton have made an application to the council for permission to form a Graduate & Student Society, which permission has been given.

British Society of Filter Manufacturers.—Some time ago the British Standards Institution, at the request of the British Society of Associated Filter Manufacturers, set up a special sub-committee to formulate suitable standards of filtration, purification, and testing. At the recent annual meeting of the Society, the retiring President, Mr. C. G. Vokes, said it was hoped that before long these standards would be finalised and adopted by members of the Society. He thought that in these days of industrial unrest there was sometimes a tendency for manufacturers to be apathetic about associating themselves with organisations which could safeguard their interests and strengthen their position against the day when competition again would be

severe. Mr. S. C. Toye, Amal Limited, was elected President for the ensuing year, with Mr. E. Cowell, Ozonair Limited, as Vice-President.

Turkish Railway Extension.—Reuters reported from Ankara on December 17 last the announcement of the opening of an extension linking Elzaziz (former terminus of the branch from Yolchati) with Palu. The line is 85 miles long, and will extend later to Lake Van, and then probably to the Persian frontier.

Istanbul Service Resumed by "Simplon-Orient Express."—The "Simplon-Orient Express" resumed on December 18, 1947, a through carriage service between Paris and Istanbul. Bulgaria is granting transit visas, and the Greek area of Python, near the Turco-Bulgarian frontier, which is subject to Greek partisan attacks, is crossed by day under guard. For some time last year road transport was used between Sir-lengrad (on the Bulgaria-Greece frontier) and a point east of Adrianople, as described in an article in our December 5, 1947, issue.

Institute of Transport Examinations.—The council of the Institute of Transport has announced that the next examinations for graduation and associate membership will be held on May 3, 4 and 5, 1948, in London and at other centres where there are sufficient candidates. Due to a change in the regulations, forms of entry must be deposited not later than March 22 (instead of April 1 as in recent years); this change has been necessary owing to the sharp increase in the number of candidates; last year the number of papers rose from 970 to 2,485.

Henry Spurrier Memorial Scholarships and Grants.—The council of the Institute of Transport invites applications for the award in August, 1948, of (i) up to five Henry Spurrier Memorial Scholarships of an aggregate value not exceeding £1,250; and (ii) at least five Henry Spurrier Memorial Grants not exceeding £20 each. Applications must be made on a form to be obtained from the Secretary, Institute of Transport, 80, Portland Place, London, W.1, with whom the completed form must be deposited not later than May 31, 1948, and from whom further particulars may be obtained.

European Goods Traffic Developments.—Important improvements in the international transport of goods are to be introduced next Spring as a result of decisions taken at the International Goods Train Timetable Conference held at Stockholm last November. Fruit and vegetables from the south of Italy will take from 12 to 14 hr. less than at present to reach Chiasso, on the Italian-Swiss border, *en route* for Basle and the French and Belgian Channel ports for transhipment there to the United Kingdom. Goods traffic is to be resumed in the near future between France and Spain via Hendaye in the west, and Cerbère in the east. The Netherlands Railways proposed a scheme, which was adopted, for the improvement of goods traffic between the south of Europe and Holland over the railway routes along the eastern bank of the Rhine; and there will be considerable acceleration in connections with the countries of Eastern Europe. Czechoslovakia sought better connections with the south by the establishment of routes using the ferry link across Lake Constance between Friedrichshafen in Germany and Romanshorn in Switzerland. Since Friedrichshafen is in the French-occupied zone of Germany, negotiations

are at present in progress with the French railway and occupation authorities in order to obtain their consent.

R.H. & D.R. Locomotive on View at Waterloo.—The 15-in. gauge Romney, Hythe & Dymchurch Railway locomotive, *Dr. Syn*, was placed on exhibition at Waterloo Station, Southern Region, on January 6, in aid of the Southern Railway Orphanage. Mr. O. V. Bulleid, Chief Mechanical Engineer, Southern Region, unveiled the locomotive, and it will remain on show until January 31. *Dr. Syn* is named after the novel by Russell Thorndyke, who lived and wrote the book in the Romney area. Last summer the engine ran a total of 10,000 miles, hauling more than 50,000 passengers. It is based on a Canadian prototype, and carries a full-size whistle presented to the R.H. & D.R. by the Canadian Pacific Railway.

"Railway Sunday" Celebrations.—Mass meetings were held in many railway centres by the National Union of Railwaymen on January 4 to celebrate the nationalisation of transport. Addressing a gathering at the Coliseum, London, Mr. W. T. Potter, President of the union, called on railwaymen to take off their coats, roll up their sleeves, and give of their best; they could then look forward to the greatest triumph they had known. The enthusiasm of railwaymen was said to be the biggest asset of the British Transport Commission by Mr. L. J. Callaghan, Parliamentary Secretary to the Ministry of Transport, in a speech to a meeting at Cardiff.

G.W.R. Station Garden Awards.—The highest awards in the 1947 G.W.R. Station Gardens Competition went to the following stations:—

Cholsey & Moulford (London Division), Swindon Town (Bristol Division), Creech St. Michael (Exeter Division), Symonds Yat (Gloucester Division), Pontllanfraith (Newport Division), Peterston (Cardiff Division), Pembrey & Barry Port (Swansea Division), Kingham (Worcester Division), Leamington Spa (Birmingham Division), Peplow (Chester Division), Tredegar (Ossett District).

A total of £400 has been distributed by the company to the 176 prizewinners this year, £100 more than last year, to cover the increased cost of seeds and implements.

British Railways Officers' Guild.—A recent report by Mr. L. F. Rowlandson, Master of the British Railways Officers' Guild, states that, excluding members who have left the strength, mainly owing to retirement on superannuation, there has been a net increase in membership since January 1, 1947, of 427. The Master appeals for all eligible to support the Guild, as the only organisation which can represent their interests. The report also states that the Guild has been informed by the Ministry of Transport that a copy of the draft regulations dealing with the compensation provisions of section 101 of the Transport Act will be sent to the Guild for its comments when the draft is ready for consultation.

Exhibition of British Goods at Copenhagen.—An exhibition of British products will be held at Copenhagen from September 18 to October 3, 1948, and is being organised by the British Import Union of Copenhagen in consultation with the Federation of British Industries and with the approval of the Governments of the two countries. It is intended that engineering, chemical, building, etc., exhibits will be shown in the Forum Exhibition Building, the largest building of its kind in the city, while transport, including motorcars and

motor vehicles in general, will be represented in the Royal Riding House. Potential exhibitors can obtain further information from the British Import Union, Copenhagen, or from the London office of the Copenhagen Exhibition, Earls Court Exhibition Building, London, S.W.5.

G.W.R. Staff Hostel at Severn Tunnel Junction.—A new two-storey centrally heated Staff Hostel at Severn Tunnel Junction was opened on December 15 for G.W.R. men transferred away from home. It accommodates 50 men. There are individual sleeping cubicles, bath, dining, recreation, and drying rooms, a cycle store, and a lawn for outdoor recreation. A canteen is provided for non-residents.

General Electric Diesels for Argentina.—The General Electric Company (U.S.A.) is to supply Argentina with 95 diesel-electric locomotives in the next three years. Reuters reported on December 22, 1947, that a contract for approximately \$18 million has been signed in Buenos Aires by the General Electric Company and the Argentine State Railways. An earlier order for 60 General Electric diesels was recorded in an article on the modernisation of the Argentine State Railways in our November 14, 1947, issue.

Mechanical Handling Exhibition.—With the approval of the Government and the support of leading associations in the industry, the first National Mechanical Handling Exhibition & Convention will be held at Olympia, London, from July 12-21, and is being organised by Mechanical Handling, Dorset House, Stamford Street, London, S.E.1. The exhibits will include aerial ropeways, conveyors and elevators, coal and coke handling plant, cranes, hoists, stackers, pulley blocks, hand trucks and power-driven industrial trucks, runways, wagon tipplers, pneumatic handling plant and accessories, etc. Papers will be read on various aspects of mechanical handling.

Talbot Railway Co. Ltd.—In the year ended June 30, 1947, the receipts of the Talbot Railway Co. Ltd. increased from £41,023 to £50,918. Working expenses, however, rose from £59,541 to £76,104, resulting in a loss of £25,186, as compared with a loss of £18,518 in the preceding year. The increase in expenditure of 27.82 per cent, as compared with the improvement of 24.12 per cent. in gross receipts, was due not only to the greater volume of traffic, but also in part to an increase of 30 per cent. in workmen's wages as from August, 1946. The total tonnage of goods carried was 97,519 tons, an increase of 55.01 per cent., and the number of passengers rose by 40.79 per cent. to 10,559. Final debit for the year is £18,150, which, added to the debit balance of £38,194 brought in, leaves a debit of £56,344 to be carried forward.

Rhodesia Orders Sixty Beyer-Garratt Locomotives.—In 1940, the Rhodesia Railways, which have long had a high reputation for the efficient working of their long distances of 3-ft. 6-in. single track, ordered from Beyer, Peacock & Co. Ltd. four new 15th Class 4-6-4+4-6 Beyer-Garratt articulated locomotives. Several successful designs of Beyer-Garratts had already been used in Rhodesia. Since their introduction, an average of over 200,000 miles per locomotive has been run before general repairs, tyre wear has been considerably less than with the normal type, and maintenance related to the work done is officially reported to be much lower. As a result of the success of these first locomo-

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he or she is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

Agencies

A. M. L. MECHE.E., M.I.Loco.E., Sound experience at home and abroad, Industrial and Commercial, shortly preceding Rhodesia and South Africa. Open to consider Agencies. Box 234, *The Railway Gazette*, 33, Tophill Street, Westminster, London, S.W.1.

R EQUIRED to work in London. Civil Engineering Technical Assistants (Senior and Junior), experienced in design and able to undertake surveys and the preparation of detailed working drawings, calculations, estimates and specification. Engagements on a temporary basis at a salary of up to £12 per week, according to qualifications and experience. Applications, stating age, experience, etc., with copies of recent testimonials, to Box 232, *The Railway Gazette*, 33, Tophill Street, London, S.W.1.

APPLICATIONS from qualified candidates are invited for the following post:-

EXECUTIVE ENGINEER required by Iraqi State Railways for three years in first instance. Salary up to £D. 110 a month, according to qualifications and experience, plus high cost-of-living allowance £D. 24 a month (£D. 1 £1). Free passages. Provident fund. Candidates should be Corporate Members of the Institution of Civil Engineers or hold a Civil Engineering Degree, and must have had railway engineering experience. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/12852 on both letter and envelope.

TRAFFIC CONTROL ON THE L.M.S.R. Conditions of operating arrangements as a result of grouping. Central, Divisional, and District Control—Outline of unified methods adopted—Organisation and working—Control telephone circuits—Daily telephonic conferences. Paper 12 in by 9 in. 20 pp. Illustrated. 5s. By post 5s. 2d.

SUDAN RAILWAYS require a Locomotive Draughtsman for service in the Sudan. Applicants should have good workshop and drawing office training and experience in steam locomotive design. Any knowledge of diesel traction and carriage and wagon practice would be an advantage. Age 25-39. Subject to two years' satisfactory probation, appointment on Long-Term Contract for sixteen years in the scale £E324-£E780 with gratuity of £E3,900 on completion, or, alternatively, on Provident Fund Contract in the scale £E380-£E920 with customary provident fund contributions and benefits. In both cases starting rate according to age, qualification, and experience, with cost-of-living allowance now at 45 per cent. of salary subject to maximum £E225, and with £E40 outfit allowance if starting date does not exceed £E600 Long Term or £E700 Provident Fund. Strict medical examination. At present there is no income tax in the Sudan. £E1 = £1 9s. 6d. Free passage on appointment. Application form and further particulars from SUDAN AGENT IN LONDON, Wellington House, Buckingham Gate, London, S.W.1. Please mark envelope "Loco Draughtsman".

Note.—This advertisement is published by permission of the Ministry of Labour & National Service under the Control of Engagements Order.

tives, the Rhodesia Railway ordered a further 30 of this type, and this order has now been increased to 60, which represents over 2½ million pounds of tractive effort, and is one of the largest orders for articulated locomotives ever placed. A number of these engines, which were described and illustrated in *The Railway Gazette* of August 9, 1940, already has been delivered. The locomotives were designed by Beyer, Peacock & Co. Ltd., in close collaboration with Rhodesia Railways and the Consulting Engineers, Messrs. Freeman, Fox & Partners.

Speed-Control Signals for Liverpool Street (Central Line).—Traffic at the Liverpool Street (Central Line) Station of London Transport has increased greatly as a result of the extension of the line, and difficulty is experienced in getting the trains away quickly. With the present number of passengers, the station stop has been longer than the permitted time of 30 sec., and sometimes has reached as much as 50 sec. This results in the trains behind being held up at the signals. Work will begin shortly on the installation of speed-control signalling, arranged to allow following trains to proceed at slow speed, instead of actually stopping at some of the signals. When the new signalling is completed, five extra rush hour trains will be put into service on this line at the busiest time of the peak period.

North Western of Uruguay Railway Co. Ltd.—Gross receipts for the year ended June 30, 1947, at £69,027, showed an increase of £2,608. Working expenses rose by £5,497 to £63,339, leaving net receipts £2,889 lower at £5,688. The higher gross receipts were accounted for by the carriage of timber and by the operation of special trains in connection with the visit of the late President of Uruguay to Artigas. All other main headings of traffic showed decreases due to road competition, and to the unfavourable weather which affected livestock and agricultural industries adversely. Passenger revenue, at £11,667, represented 6·9 per cent. of the total income, as compared with 14·61 per cent. in the previous year. There was an increase in general goods receipts from £4,763 to £45,322, but the livestock takings fell from £9,798 to £8,026. A deficit of £129,226 is carried to the balance sheet from net revenue account, comparing with £130,576 in the previous year. An increase in fares of 5 per cent., which was introduced on February 1, 1947, combined with slightly longer average journeys, helped to restrict the decline in passenger revenue to 2 per cent., although the

number of passengers carried decreased by 12 per cent.

Southern Railway Train Ferry Poster.—The train ferry service between London and Paris, which was restored on December 15, as recorded in our December 19 issue, is being advertised by the poster reproduced on this page. The predominant colouring is deep blue, and the ferry steamer is portrayed in a novel manner by the overlap of two ovals representing



Advertising the restored Southern Railway train ferry service

sleeping and waking girls' heads to typify the overnight service. Each oval contains, also, some familiar features of London and Paris, such as Tower Bridge and the Eiffel Tower. The poster was prepared in 1939, and for this reason the company was able to display some of the 16-sheet size on hoardings in December.

Ottoman Railway Holding Co. Ltd.—Speaking at the ordinary general meeting of the Ottoman Railway Holding Co. Ltd. on December 2, the Chairman, Mr. R. P. W. Adeane, said that in December 1946, the Turkish Government had redeemed the Turkish bonds, 1935 issue. This had the effect of reducing the company's income by £19,000, but an increase

of £8,600 in income arose from the sale of investments during the year. Half of Coupon No. 5 still remained outstanding, and the Turkish Government had indicated that it would facilitate the remittance of funds in sterling through merchandise operations. Their company's proportion was expected to realise about £5,000, in addition to which an amount of £3,000, now held by the Council of Debit in Paris, might accrue to the company. Apart from the £5,000 referred to above, their blocked assets in Turkey had been remitted in full, but due to a devaluation of the Turkish pound, these assets had realised much less than was expected formerly. The net result of operations during the year had been that the trustees had received £29,000 to cover £49,000 of "A" debenture stock outstanding.

Railway Broadcast in B.B.C. Home Service.—A talk entitled "On Company's Service" will be given in the B.B.C. Home Service tomorrow (January 10) from 7·45 to 8 p.m. by Mr. M. R. Bonavia, Assistant Secretary (Development & Works), British Transport Commission. Mr. Bonavia will discuss nationalisation as seen by the railway enthusiast.

Crompton Parkinson Limited.—Profit for the year to September 30, 1947, at £450,895, represented an increase of £10,532. The company has again allocated £5,000 to the central benevolent fund, and is carrying forward £118,395, as against £916,297 in the previous year. A final payment of 7½ per cent. on the ordinary and "A" ordinary stock, and a special cash bonus of 7½ per cent., maintained the total distribution on those stocks at 22½ per cent., less tax.

Railway Timetables.—Bradshaw's British Railways Official Guide for January gives no indication of the changes in nomenclature resulting from nationalisation, and continues to use the old company names. The A.B.C. Railway Guide for January has adopted the new nomenclature, and refers to British Railways, excepting where it is necessary to differentiate between one station and another. The summary tables and suburban tables adopt the names Scottish Region, Southern Region, Eastern Region, London Midland Region, and so forth.

Forestry Land, Timber & Railways Co. Ltd.—The board of the Forestry Land, Timber & Railways Co. Ltd. has declared an interim dividend of 3 per cent. (less tax at 9s. in the £1) in respect of the year ending December 31, 1947. The dividend is payable on January 1, 1948, to holders

of ordinary stock on the register on December 6, 1947, and to holders of Coupon No. 68 attached to ordinary share warrants to bearer. Coupons are payable at the Bank of London & South America Limited, 6, 7, and 8, Tokenhouse Yard, London, E.C., and must be left three clear days for examination.

Forthcoming Meetings

January 13 (Tues.).—The Institute of Transport, Metropolitan Graduate & Student Society, at the Institution of Electrical Engineers, Savoy Place, W.C.2, at 6 p.m. "Movement of Services Personnel within the U.K. in Wartime," by Mr. A. F. Wallis, Graduate.

January 15 (Thurs.).—The Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2, at 5.30 p.m. "Standardisation of Switchgear" by Mr. D. E. Lambert, B.Sc.(Eng.), M.I.E.E., and Mr. J. Christie, M.I.E.E.

January 15 (Thurs.).—Southern Railway Lecture & Debating Society, Chapter House, St. Thomas Street, London Bridge, S.E.1, at 5.45 p.m. "The Inland Transport Committee of the International Labour Organisation" by Mr. F. Gilbert, M.Inst.T.

January 19 (Mon.).—The Institute of Transport at the Institution of Electrical Engineers, Savoy Place, London, W.C.2, at 5.30 p.m. "Living with Transport—a survey of amenity requirements in a public transport service," by Mr. C. Barman and Mr. M. G. Bennett.

Railway Stock Market

In contrast with the activity and strength which accompanied initial dealings in the £1,000,000,000 of British Transport stock (1978-88), stock markets have become a good deal more cautious this week. This is partly explained by Mr. Attlee's speech on foreign affairs, but the main factor influencing sentiment has been further consideration of the Transport stock issue terms. The "life" and 3 per cent. interest rate were in line with general expectations, but this was based largely on the prices ruling towards the end of last week in 3 per cent. Redemption stock and 3 per cent. Savings Bonds (1965-75) which have not been fully held. The market is asking whether there was official support for gilt-edged before the decision on the Transport stock terms.

At one time on Friday of last week, Transport stock was down to 96½, and there has since been a good recovery to 97½. Even so, the yield of £3 2s. per cent. is not unattractive; but it is felt generally that the price is unlikely to reach par unless there is a good rally in the gilt-edged market. This is not unlikely, because the pressure of money seeking investment can be expected to be further increased by the Argentine rail "pay-out" and also by electricity nationalisation, both of which will be market factors before the next Budget. A point which may attract more attention is that in comparison with British Transport 3 per cents (1978-88), now quoted at 97½, the comparatively small amount of the shorter-dated British Transport 3 per cents (1962-72), now at 97, seems attractive. Final dividends are due to home railway stockholders registered on December 31

last. Some market men are continuing to suggest that these final payments may contain some good increases, but it is impossible to form a definite opinion because this will turn on the official interpretation of relative clauses of the Transport Act. Central London (New) Guaranteed Assented stock has risen to 95.

Canadian Pacifics have been a good feature with an advance to 18½ in expectation of an announcement that the application for increased freight rates has been granted. Beira Railway rose further to 53s. Argentine rails recorded small irregular movements, but remain firmly held; with little stock about, prices would, according to the prevailing view, approximate quickly to their "pay-out" levels if any sustained demand developed. Leopoldina ordinary strengthened to 13 and the preference stock to 32 on renewed talk that take-over developments are likely later in the year. Meanwhile, however, San Paulo ordinary stock (155) has been dull this week as there is still no official indication when the purchase money for the railway can be expected. United of Havana 1906 debentures were steady at 14½, but, in other directions, Antofagasta ordinary eased to 10½, although the preference stock was steady at 58. Reflecting the easier trend in industrial shares, iron and steels lost a small part of their recent rise. Elsewhere, Beyer Peacock changed hands up to 26s. 9d. North British Locomotives were around 29s. and Vulcan Foundry 34s. 6d. In other directions, a feature was provided by a sharp rise from 17s. 6d. to 20s. in Pullman Car "A" shares on market estimates as to the company's earning power and prospects.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffic for week		No. of Week	Aggregate traffics to date		Shares or Stock.	Prices			
			Total this year	Inc. or dec. compared with 1945/46		Totals			Increase or decrease	Highest 1947	Lowest 1947	
			£	£		1946/7	1945/6		£	1947	1948	
South & Central America												
Antofagasta ...	834	28.12.47	£49,280	+ 13,440	52	£2,308,810	£1,783,210	+ 525,600	Ord. Stk.	17	9½	
Arg. N.E. ...	753	27.12.47	£352,600	+ £65,800	26	£8,814,100	£8,209,000	+ £605,100	6 p.c. Deb.	21	10	
Bolivar ...	174	Nov., 1947	£888,232	- £29,919	48	£1,161,583	£1,202,684	- 841,101	Bonds	25	25	
Brazil ...	—	—	—	—	—	—	—	—	Ord. Stk.	44½	26	
B.A. Pacific ...	2,771	27.12.47	£3,000,000	+ £1,071,000	26	£56,001,000	£58,194,000	+ £7,807,000	Ord. Stk.	11½	5	
B.A.G.S. ...	5,080	27.12.47	£4,121,000	+ £194,000	26	£89,663,000	£87,010,000	+ £2,653,000	Ord. Stk.	19	12	
B.A. Western ...	1,924	26.12.47	£1,638,000	+ £75,000	26	£36,833,000	£32,271,000	+ £4,562,000	„	28½	22	
Cent. Argentine Do. ...	3,700	27.12.47	£3,544,872	+ £293,972	26	£87,389,871	£81,840,397	+ £5,549,474	Dfd.	21	9	
Cen. Uruguay ...	970	27.12.47	35,765	- 549	26	£836,035	£949,218	- 113,183	Ord. Stk.	30½	9½	
Costa Rica ...	262	Nov., 1947	£34,296	+ £1,376,22	22	£162,347	£132,743	+ 29,604	Stk.	13	8½	
Dorada ...	70	Oct., 1947	26,800	- 3,300	44	300,900	309,975	- 9,075	I Mt. Deb.	108	100½	
Entre Rios ...	808	27.12.47	£463,600	+ £46,700	26	£11,499,400	£11,106,600	+ £392,800	Ord. Stk.	11	6½	
G.W. of Brazil ...	1,030	27.12.47	£1,050,472	+ £217,110	48	£11,953,437	£11,585,200	+ £185,400	Ord. Stk.	102½	19½	
Inter. Ctl. Amer. ...	794	Nov., 1947	£89,353	- £31,165	48	£81,165,247	£81,286,361	- £121,114	5 p.c. Deb.	88½	65	
La Guaira ...	224	Nov., 1947	£69,072	- 5,804	52	£3,394,218	£3,210,858	+ 183,360	Ord. Stk.	22½	13	
Leopoldina ...	1,918	27.12.47	£1,464,000	+ £459,100	72	£7,706,200	£13,441,600	+ £5,220,000	Ord. Stk.	8	1	
Mexican ...	483	31.5.47	£16,340	+ 164	22	85,275	96,760	- 11,485	Ord. Sh.	86 3	62 6	
Midland Uruguay ...	319	Nov., 1947	10,431	- 167	52	228,618	212,575	+ 16,043	—	—	—	
Nitrate ...	382	31.11.47	5,425	+ 57	22	25,863	28,279	- 2,416	Pr. Li. Stk.	60½	44½	
N.W. of Uruguay ...	113	Nov., 1947	—	—	—	—	—	—	Pref. Stk.	13	7	
Paraguay Cent. ...	274	26.12.47	£66,976	- £3,990	26	£1,583,897	£1,663,900	- £60,093	Ord. Stk.	189½	129½	
Peru Corp. ...	1,059	Nov., 1947	145,568	+ 2,219	26	£81,708	£77,049	+ 68,659	Ord. Sh.	24½	18 9	
Salvador ...	100	31.10.47	£80,600	+ £7,600	17	£315,600	£322,000	- c6,400	Ord. Stk.	4½	1½	
San Paulo ...	153	—	—	—	—	—	—	—	—	—	—	
Talca ...	156	Nov., 1947	8,080	+ 2,505	22	32,350	25,730	+ 6,620	—	—	—	
United of Havana ...	1,301	27.12.47	51,176	+ 1,899	26	1,527,967	1,278,673	+ 249,294	Ord. Stk.	189½	155½	
Uruguay Northern ...	73	Nov., 1947	889	+ 557	22	5,406	6,706	- 1,300	Ord. Stk.	4½	1½	
Canada	Canadian National ...	23,535	Nov., 1947	9,373,250	+ 91,250	48	£99,924,750	£91,193,750	+ 8,731,000	Ord. Stk.	188	16
Canadian Pacific ...	17,037	Nov., 1947	6,808,750	+ 242,750	48	£72,495,250	£66,887,000	+ 5,608,250	—	—	—	
Various	Barri Light ...	202	Sept., 1947	20,947	+ 5,362	26	£159,525	£144,900	+ 14,625	Ord. Stk.	114½	100½
Beira ...	204	Oct., 1947	127,414	+ 36,566	52	£1,167,899	£950,694	+ 217,205	—	—	—	
Egyptian Delta ...	607	30.11.47	15,840	+ 8,474	39	£380,158	£443,463	- 63,305	Prf. Sh.	6½	6	
Manila ...	—	—	—	—	—	—	—	—	B. Deb.	83½	83½	
Mid. of W. Australia ...	277	Oct., 1947	19,914	- 920	17	78,882	69,457	+ 9,425	Inc. Deb.	75	74½	
Nigeria ...	1,900	Sept., 1947	349,839	+ 6,103	26	2,086,405	2,251,155	- 164,750	—	—	—	
Rhodesia ...	2,445	Sept., 1947	643,980	+ 102,833	52	6,787,603	6,174,664	+ 612,939	—	—	—	
South African ...	13,323	22.11.47	1,350,896	+ 61,768	34	42,396,166	38,506,834	+ 3,889,332	—	—	—	
Victoria ...	4,774	Au., 1947	£1,177,321	- 11,568	9	—	—	—	—	—	—	

† Receipts are calculated @ 1s. 6d. to the rupee